UNIVERSITY CORRIDOR FIXED GUIDEWAY
IN HOUSTON, HARRIS COUNTY, TEXAS

DRAFT ENVIRONMENTAL IMPACT STATEMENT
AND SECTION 4(f) EVALUATION

prepared by

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
and
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

COOPERATING AGENCY
Federal Highway Administration

Pursuant to:
National Environmental Policy Act of 1969, Section 102(2)(c), 42 U.S.C. 4332 (2)(c);
National Historic Preservation Act of 1966, Section 106, 16 U.S.C. 470. et seq; Executive
Order 11990 (Protection of Wetlands); Executive Order 12898 (Environmental Justice for
Low-Income and Minority Populations); Executive Order 13045 (Protection of Children from
Environmental Health and Safety Risks); Executive Order 13166 (Improving Access to
Services for Persons with Limited English Proficiency); Federal Transit Act, 49 U.S.C.
Section 5323(b), Section 5309(e)(2) – (7), 5301(e), and 5324(b)(1) – (3); Title 49 U.S.C.
Section 303, formerly Department of Transportation Act of 1966, Section 4(f).

For FTA:  
Robert C. Patrick  
Regional Administrator  
Federal Transit Administration  
Region VI

Date: 7/17/07

For METRO  
Frank J. Wilson  
President & Chief Executive Officer  
METRO

Date: 7/17/07
ABSTRACT

This Draft Environmental Impact Statement (DEIS) describes the transportation and environmental impacts associated with the construction of a fixed guideway project to improve transit service in the University Corridor of the Metropolitan Transit Authority of Harris County, Texas (METRO) service area. The effects of the No Build, Transportation System Management (TSM)/Baseline Alternative, and Build Alternatives are evaluated and compared across a range of subject areas related to both natural and man-made environments. These include transportation systems, land use, socio-economic conditions, air quality, noise, vibration, visual, ecosystems, water resources, historic resources, archeological resources, parklands, geology, hazardous/regulated materials, safety/security, public involvement, financial analysis, and secondary and cumulative effects.

The primary transportation needs of the community are improved mobility, accessibility, and system linkages. The area continues to increase in population and employment with limited traffic capacity on existing streets and highways resulting in increased travel time, delays, and air pollution. There is also a desire for increased opportunities for economic development. As outlined in the Houston-Galveston Area Council (H-GAC) 2006-2008 Transportation Improvement Program (TIP), H-GAC 2025 Regional Transportation Plan (RTP), and Draft 2035 RTP, there are anticipated roadway improvements over the next 18 years. These documents are available for review at the METRO and H-GAC offices. However, even with these improvements, the roadway system in the University Corridor would still experience substantial congestion and less than desirable levels of service. Therefore, additional person-moving capacity for this corridor is needed.

The No Build Alternative included all transportation facilities and service programmed for implementation by 2030. The Build Alternatives consisted of a new fixed guideway extending from the Hillcroft Transit Center to either the University of Houston (UH)-Central Campus or the Eastwood Transit Center and is within the City of Houston, Harris County, Texas. The guideway alignment would be approximately 10 miles long and utilize METRO-owned Westpark right-of-way and existing roadways. The project would connect to the existing METRORail Red Line at the Wheeler Station. The transit technologies studied in this DEIS are Light Rail Transit (LRT) and an initial Bus Rapid Transit (BRT) system that could be converted to LRT in the future. BRT-Convertible is presented as an interim solution with ultimate conversion to LRT when warranted by ridership and development. BRT and LRT are part of a broader family of high capacity transit technologies referred to as Guided Rapid Transit (GRT). In discussions with the local community, the terms BRT and GRT are often used interchangeably.

Public Comments
Comments on this document may be submitted in writing or made verbally at the public hearing for the project. The public is encouraged to submit comments during the 45-day public review period from August 3, 2007, to September 17, 2007. The public hearing will be held at the following location:

Monday, August 27, 2007 at the South Baptist Church located at 4100 Main Street, Houston, Texas 77002
Open House from 1 p.m. to 2 p.m. in the Fellowship Hall
Public Hearing begins at 2 p.m. in the Sanctuary
The following persons may be contacted for additional information concerning this document:

**FTA Regional Contact**
Mr. John Sweek  
Federal Transit Administration, Region VI  
819 Taylor Street  
Room 8A36  
Fort Worth, Texas 76102  
Phone: 817-978-0550  
e-mail: john.sweek@fta.dot.gov

**Local Agency Contacts**
Scott Barker  
Project Manager  
METRO Capital Planning  
1900 Main Street  
Houston, Texas 77002-5600  
Phone: 713-739-6004  
e-mail: metrosolutions@ridemetro.org
FOREWORD

This Draft Environmental Impact Statement (DEIS) for the University Corridor has been prepared in accordance with regulations developed by the Council on Environmental Quality for the National Environmental Policy Act (NEPA), and the U.S. Department of Transportation’s Federal Transit Administration (FTA). The structure of this document includes two volumes. Volume 1 includes:

Executive Summary: Provides a summary of the 11 chapters of the document.

Chapter 1 – Purpose and Need: Presents a discussion of the proposed action, planning context, and description of the region and corridor. Transportation problems are presented along with a discussion of the purpose for transportation improvements in the University Corridor of the Metropolitan Transit Authority of Harris County, Texas (METRO) service area.

Chapter 2 – Alternatives Considered: Provides an overview of the screening process and a description of the alternatives that have been considered during the University Corridor Alternatives Analysis and DEIS.

Chapter 3 – Social Effects: Describes the methodology, existing conditions, long-term impacts, short-term impacts, and proposed mitigation for land use, neighborhoods, community services, community cohesion, displacements, visual, cultural resources, parkland, safety, security, and environmental justice.

Chapter 4 – Environmental Effects: Describes the methodology, existing conditions, long-term impacts, short-term impacts, and proposed mitigation for resources such as geology, water, biota, habitat, threatened/endangered species, farmlands, air quality, noise, vibration, regulated materials, utilities, and energy.

Chapter 5 – Economic Effects: Describes the economic conditions, station area development, and development effects under the No Build and Build Alternatives.

Chapter 6 – Transportation Effects: Presents both transit and roadway impacts resulting from the No Build and Build Alternatives considered.

Chapter 7 – Section 4(f) Evaluation: Discusses potential impacts on Section 4(f) properties under the Build Alternatives along with avoidance alternatives and proposed measures to minimize harm.

Chapter 8 – Financial Analysis: This chapter provides the capital, operating, and maintenance costs for the Build Alternatives as well as financial information and a cash flow for METRO.

Chapter 9 – Secondary and Cumulative Impacts: This chapter discusses the potential secondary and cumulative impacts associated with the No Build and Build Alternatives regarding land use and cultural resources.
Chapter 10 – Evaluation of Alternatives Carried Forward: This chapter summarizes the potential social, economic, and environmental impacts and the trade-offs between the alternatives considered for the University Corridor project.

Chapter 11 – Public and Agency Coordination: This chapter summarizes the public and agency involvement efforts and key issues discussed with the public.

This document also contains an index. Volume 2 includes the six supporting appendices.

Appendix A provides a List of Recipients.
Appendix B is a List of Preparers.
Appendix C contains a list of acronyms used in document.
Appendix D contains the relevant agency coordination letters for the project.
Appendix E contains the Draft Conceptual Engineering.
Appendix F contains supporting information for the Section 4(f) Evaluation.
APPENDIX A – LIST OF RECIPIENTS

FEDERAL AGENCIES
− Bruce H. Bennett, Unit Leader, U.S. Army Corps of Engineers (USACE), North Evaluation Unit, Galveston District
− Colonel David C. Weston, Commander, USACE, Galveston District
− Robert Heinly, Water Resources Technical Specialist, USACE, Compliance and Special Actions Section, Galveston District
− John Davidson, Unit Leader, USCAE, Galveston District
− Thomas Diggs, Section Chief, U.S. Environmental Protection Agency (EPA), Air Planning for Transportation, Region 6 - 6PD-L
− Carl Edlund, Division Director, EPA, Multimedia Planning and Permitting Division, Region 6
− Cathy Gilmore, Chief, EPA, Office of Planning and Coordination (6EN-XP), Region 6
− Richard Greene, Regional Administrator, EPA, Region 6
− Mike Jansky, NEPA Environmental Review Coordinator, EPA, Region 6
− Geoff Haskett, Acting Regional Director, U.S. Fish and Wildlife Service, Region 2
− Don Klima, Director, Advisory Council on Historic Preservation, Office of Federal Agency Programs, Old Post Office Building
− Cynthia Leon, Regional Director, Housing and Urban Development (HUD), Region VI
− Edward Pringle, Field Office Director, HUD, Houston Field Office
− Bonnie Murphy, Regional Manager, Federal Railroad Administration, Region V
− William Peterson, Regional Administrator, FEMA, Region VI
− Donald Fairley, Environment and Historic Preservation Officer, FEMA, Region VI
− Willie R. Taylor, Director, U.S. Department of the Interior (DOI), Office of the Environmental Policy and Compliance
− Jonathan Cleason, Director, DOI
− Benjamin Tuggle, Regional Director, U.S. Fish and Wildlife Service, Region 2

U.S. LEGISLATORS
− Senator John Cornyn, U.S. Senator
− Senator Kay Bailey Hutchison, U.S. Senator
− Representative John Culberson, U.S. Representative (7th District)
− Representative Al Green, U.S. Representative (9th District)
− Representative Sheila Jackson Lee, U.S. Representative (18th District)
− Representative Gene Green, U.S. Representative (29th District)

STATE AGENCIES
− Clyde Bohmfalk, Water Programs Specialist, Texas Commission on Environmental Quality (TCEQ)
− Margie McAllister, Mobile Source Division, TCEQ
− David C. Schanbacher, P.E., Chief Engineer, TCEQ
− Glen Shankle, Executive Director, TCEQ
− Mark Vickery, Deputy Director, TCEQ
− Don A. Thompson, Regional Director, TCEQ, Region 12
− Kathy Boydston, Environmental Review Program Leader, Texas Parks and Wildlife Department (TPWD)
− Celeste Brancel-Brown, Environmental Review Program Coordinator, TPWD, Endangered Resources Branch
Robert Cook, Executive Director, TPWD
Mark H. Denton, Team Leader, Texas Historical Commission (THC), State and Federal Review Section
F. Lawrence Oaks, Executive Director and State Historic Preservation Officer, THC
Derek Satchell, Architecture Review Section, THC, Division V
Gregory W. Smith, National Register Coordinator, THC
Denise Francis, State Single Point of Contact, State of Texas Governor's Office, Governor's Office of Budget & Planning
Clifford W. Halvorsen, Area Engineer, Texas Department of Transportation (TxDOT), Houston District Central Houston
Gary K. Trietsch, District Engineer, TxDOT, Houston District
Delvin Dennis, Deputy District Engineer, TxDOT, Houston District
Dianna Noble, Director, TxDOT, Environmental Affairs Division
Elizabeth A. Jones, Chairman, Railroad Commission of Texas
Richard A. Varela, Executive Director, Railroad Commission of Texas

STATE Elected OFFICIALS
Governor Rick Perry, Texas
Senator Mario Gallegos, Texas State Senator (6th District)
Senator Dan Patrick, Texas State Senator (7th District)
Senator Rodney Ellis, Texas State Senator, (13th District)
Senator Kyle Janek, Texas State Senator (17th District)
Representative Ellen Cohen, Texas House of Representatives (134th District)
Representative Beverly Woolley, Texas House of Representatives (136th District)
Representative Scott Hochberg, Texas House of Representatives (137th District)
Representative Rick Noriega, Texas House of Representatives (145th District)
Representative Garnet Coleman, Texas House of Representatives (147th District)

LOCAL Elected OFFICIALS
Judge Ed Emmett, Harris County Judge
Harris County Commissioner El Franco Lee, Precinct 1
Harris County Commissioner Sylvia Garcia, Precinct 2
Harris County Commissioner Steve Radack, Precinct 3
Harris County Commissioner Jerry Eversole, Precinct 4
Mayor Bill White, City of Houston
Council Member Peter Brown, At Large Position 1
Council Member Sue Lovell, At Large Position 2
Council Member Melissa Noriega, At Large Position 3
Council Member Ronald Green, At Large Position 4
Council Member Michael Berry, At Large Position 5
Council Member Ann Clutterbuck, District C
Council Member Ada Edwards, District D
Council Member M.J. Khan, District F
Council Member Pam Holm, District G
Council Member Carol Alvarado, District I
REGIONAL AGENCIES
- Alan Clark, Director of Transportation, Houston-Galveston Area Council (H-GAC)
- Steve Howard, Program Operations Director, H-GAC
- Jack Steele, Executive Director, H-GAC

LOCAL AGENCIES
- Michael Marcotte, Director, Public Works & Engineering Department, City of Houston
- Marlene Gafrick, Director, Planning and Development, City of Houston
- Harold L. Hurtt, Chief of Police, Police Department, City of Houston
- Daniel Menendez, Transit Coordinator, Public Works & Engineering Department, City of Houston
- Joe Turner, Director, Park and Recreation Department, City of Houston
- Richard Celli, Director, Housing and Community Development, City of Houston
- Raymon Chong, Director, Traffic and Transportation, City of Houston
- Ernie Etuk, Executive Director, Housing Authority of the City of Houston
- Phil Boriskie, Fire Chief, Fire Department, City of Houston
- Randy Pace, Preservation Officer, City of Houston
- Jackie Freeman, Deputy Executive Director, Harris County Public Infrastructure Department
- Rose Hernandez, Director of Infrastructure Initiatives, Harris County
- Arthur Storey, Executive Director, Harris County Public Infrastructure Department
- Mike Talbott, Director, Harris County Flood Control District
- Gary Stobb, Director, Harris County Toll Road Authority
- H. Thomas Kornegay, Executive Director, Port of Houston Authority
- Brad Bailey, General Manager- Benefits and Risk Management, Houston Independent School District (HISD)
- Ricardo Rodriguez, General Operations Manager, HISD
- Dr. Abelardo Saavedra, Superintendent, HISD
- Adriane Tamez, Regional Superintendent Central, HISD
- Thelma Garza, Regional Superintendent East, HISD
- Scott Van Beck, Regional Superintendent West, HISD
- Dilip Anketell, Executive Director of Facilities Planning and Construction, University of Houston
- Jay Gogue, University President, University of Houston
- Ronald Butler, Director of Construction and Facilities Operation, Texas Southern University
- Bobby Wilson, Interim President, Texas Southern University
- Robert Ivany, University President, University of St. Thomas
- Howard Rose, Assistant VP- Facilities Operations, University of St. Thomas
- Timothy Rychlec, Director of Maintenance, Houston Community College
- Mary Spangler, Chancellor, Houston Community College
- Michael Ross, City Manager, City of West University Place
- Bernie Statterwhite, City Manager, City of Bellaire
INTERESTED ORGANIZATIONS

- Jeffrey Abol, Mandell Place Civic Association
- Joseph Adams, Chairman's Special Representative, Union Pacific Railroad
- Raju Adwaney, First Montrose Commons
- John Andell, John Hansen Investment Builder
- Cheryl Armitage, President, Washington Terrace Civic Association
- Buddy Bailey, President, Super Neighborhood #23 (Afton Oaks/River Oaks) and Super Neighborhood #87 (Greenway/Upper Kirby)
- Bernie Barba, President, Gulf Freeway/Pine Valley Civic Associations
- Amy Barnes, President, East Montrose Civic Association
- Gary Baumgartner, St. George Civic Place Association
- Tomaro Bell, Super Neighborhood #83 (MacGregor)
- Sandra Berry, President, Park Civic Association
- Diane Beigel, President, Winlow Place Civic Association
- Jeannie Bollinger, Executive Director, Houston West Chamber of Commerce
- Norma Bradley, President, Super Neighborhood #67 (Greater Third Ward)
- John Breeding, President, Uptown Management District and TIRZ 16
- Jamie Brewster, Co-Chair, Kirby Corridor Coalition; Executive Director, Upper Kirby Management District, RDA and TIRZ 16
- Phillip Bronson, Vice President, Larchmont Civic Association
- Nancy Brown, Quality of Life Coalition
- Walker Burnett, President, Afton Oaks Civic Club
- Bill Calderon, Hawes Hill Calderon for East Downtown Management District
- Jason Carson, President, Avondale Association
- Doug Childers, Chair, Richmond Rail.org
- David Crossley, President, Gulf Coast Institute
- Ms. Deboest, Vice President, Cuney Homes Residential Council
- Arlene Diehl, Houston Group Chair, Sierra Club
- Carlos DiNunzio, Sunset Terrace/Montclair Place Civic Association
- Peggy Dykes, President, Sharpstown Civic Association
- Kathryn C. Easterly, Co-Chair, Kirby Corridor Coalition and Super Neighborhood #28 (University Place)
- Rebekah Maddux El-Hakam, Richwood Place Civic Association
- Bob Eury, Houston Downtown Management District and Downtown TIRZ
- Alan Foley, Castle Court Neighborhood Association
- Kathie Fong, President, Chinese American Citizen's Alliance - Houston Lodge
- David Hawes, Director, Lamar/ST. George Place RDA and Southwest Houston RDA (Sharpstown/TIRZ 20)
- Alan Helfman, River Oaks Chrysler
- Robin Holzer, Citizens' Transportation Coalition
- J. Palmer Hutcheson, Boulevard Oaks Civic Association
- Lajon Jackson, President, Wheeler Place Home Association
- Jose Luis Jimenez, District Director, League of United Latin American Citizens (LULAC)
- Mark Johnson, President, Cherryhurst Civic Club
- F. Charles Le Blanc, Executive Director, Midtown Management District, RDA and TIRZ 2
- Katharine C. Lord, Executive Director, Trees for Houston
- Jason McLemore, Greater Southeast Management District
- Kirby Mears, North Cherryhurst Civic Association
Gilbert Moreno, President and CEO, Association for the Advancement of Mexican Americans
- Jeff Moseley, President and CEO, Greater Houston Partnership
- Susan Neal, Midtown Civic Club
- Barbara O’Connell, Greenway Condominiums
- Jane Page, Sr. Vice President, Crescent Real Estate Equities, Ltd.
- Steve Parker, President, Super Neighborhood #64 and #88 (Greater Eastwood Lawndale
- Theola Petteway, Executive Director, OST / Almeda TIRZ 7
- Jane Redeker, Executive Director, TREK
- Ted Richardson, West Lane Place Civic Club
- Tammy Rodriguez, President, Super Neighborhood #27 (Gulfton)
- Don Sweat, President, Galleria Chamber of Commerce
- Robert Taylor, President, Courtlandt Place Civic Association
- Renita Thornton, President, Washington Terrace Civic Association
- Julie Tysor, President, Super Neighborhood #28 (University Place)
- Allen Ueckert, President, Super Neighborhood #24 (Neartown/ Montrose)
- Peter Van Bemmel, President, Audubon Place Civic Association
- Julia Smith Wellner, Museum Area Municipal Association
- Susan Williams, Commerce Residential Towers
- Trish Wise, President and CEO, Greater Southwest Houston Chamber of Commerce
- Hedy Wolpa, Greater East End Management District

LIBRARIES
- Houston Public Library, Julia Ideson Branch, 500 McKinney Street
- Houston Public Library, Smith Neighborhood Library, 3624 Scott Street
- Houston Public Library, Freed-Montrose Neighborhood Library, 4100 Montrose Boulevard
- Houston Public Library, Jungman Branch, 5830 Westheimer Road
- Houston Public Library, West University Branch Library, 6108 Auden Street
- Texas Southern University, Robert James Terry Library, 3100 Cleburne Street
- University of Houston, Main Library, M.D. Anderson Library, 114 University Libraries
- University of St. Thomas, Doherty Library, 1100 West Main Street
- Houston Community College, Central Campus, 1300 Holman Street
- Rice University, Fondren Library, 6100 Main Street
- Clayton Library Center of Genealogical Research, 5300 Caroline Street
APPENDIX B – LIST OF PREPARERS

PUBLIC AGENCIES

Federal Transit Administration
Federal agency responsible for reviewing methodology. Key personnel include:

Region VI Office, Fort Worth, Texas
- Robert C. Patrick, Regional Administrator
- Peggy Crist, Director of Planning and Development
- John Sweek, Community Planner

Office of Planning and Environment, Washington, D.C.
- Joe Ossi, Environmental Planner
- Brian Jackson, Community Planner

The Metropolitan Transit Authority of Harris County, Texas (METRO)
Client agency responsible for project. Key personnel include:

- Miki Milovanovic, Director of Capital and Environmental Planning
- Rhonda Boyer, Manager of Environmental Planning
- Scott Barker, Manager of Capital Planning

CONSULTANTS

Carter & Burgess. Primary consultant for the project. Key personnel include:

Janet Kennison
- Project Manager
- Bachelor of Arts, Environmental Studies, Trinity University
- Master of Science, Environmental Management, University of Texas at San Antonio

Sandy Wesch-Schulze, P.E., AICP
- DEIS Task Manager
- Bachelor of Science, Civil Engineering, Texas A&M University
Darren Dodson
- GIS Analysis
- Bachelor of Art, Geography, Texas A&M University
- Master of Science, Biology, Southwest Texas State University

Sandra Williams
- Hazardous/Regulated Materials
- Bachelor of Science, Chemistry, Prairie View A&M University

Athena Bolton
- Visual Assessment
- Bachelor of Science, Civil Engineering, Texas A&M University

Jeff Casbeer
- Ecosystem, Parklands, and Water Quality
- Bachelor of Science, Biology, Texas A&M University

Amanda Breitting, R.E.M.
- Hazardous/Regulated Materials
- Bachelor of Science, Environmental Science, Texas Christian University

Lisa DelaCruz
- Air Quality and Socioeconomic
- Bachelor of Science, Marine Biology, Texas A&M University - Galveston

David Balmos, P.E.
- Hydrology and Water Quality
- Bachelor of Science, Civil Engineering, Texas A&M University

Harris Miller Miller & Hanson, Inc.

Carl E. Hanson, P.E.
- Noise and Vibration
- Bachelor of Science, Aeronautical Engineering, University of Minnesota
- Master of Science, Mechanical Engineering, Massachusetts Institute of Technology
- Doctorate of Philosophy, Acoustics, Massachusetts Institute of Technology

Lance D. Meister, P.E.
- Noise and Vibration
- Bachelor of Science, Civil Engineering, Temple University
Gregory M. Barr
- Noise and Vibration
- Bachelor of Science, Mechanical Engineering, University of Michigan
- Master of Science, Mechanical Engineering, University of Michigan

**Roberta F. Burroughs & Associates**

Roberta F. Burroughs
- Land Use, Socioeconomic
- Bachelor of Arts, Hampton University
- Masters of Regional Planning, Cornell University

Elisa Harris
- Land Use
- Bachelor of Architecture, Prairie View A & M University
- Candidate, Masters in Community Development, Prairie View a & M University

Eric Laube, AICP
- Land Use, GIS Analysis
- Bachelor of Arts, Political Science, Guilford College
- Masters in Urban Planning, University of Michigan, Ann Arbor

Milady Ogando
- Land Use, Socioeconomic, GIS Analysis, Public Involvement
- Bachelor of Science, Computer Science, Kentucky State University
- Candidate, Master’s in Urban Planning and Environmental Policy, Texas Southern University, Houston, Texas

Melody Foreman
- Public Involvement
- Candidate, Associate’s Degree, Tomball College at Willowchase

**Hicks and Company**

Susan Lassell
- Historic Resources
- Bachelor of Sciences, Environmental Design, University of California at Davis
- Master of Arts, Historic Preservation Planning, Cornell University

Jan Root
- Historic Resources
- Bachelor of Arts, American History, University of Texas at Austin

Rachel Feit
- Archeology
- Bachelor of Arts, Anthropology, The University of Chicago
- Master of Arts, Anthropology, The University of Texas at Austin
University Corridor
Draft Environmental Impact Statement

List of Preparers

July 2007

B-4

Jeff Allen
- Urban Forestry
- Bachelor of Science, Forestry, Stephen F. Austin State University
- Masters of Agricultural Range Science, Texas A&M University

Ximenes & Associates

Linda Ximenes
- Public Involvement, Meeting Facilitation
- Bachelor of Arts, Latin American Studies, University of Texas at Austin
- Masters of Arts, Bilingual Bicultural Technical Training, University of Texas at San Antonio

Sonia Jimenez
- Public Involvement, Meeting Facilitation
- Bachelor of Arts, Psychology, University of Texas at San Antonio
- Juris Doctorate, University of Saint Thomas Law School

Araujo Consulting

Diamantina “Tina” G. Araujo
- Public Involvement
- Bachelor of Social Work, Our Lady of the Lake University
- Masters of Social Work, Our Lady of the Lake University
- Masters of Urban Studies, Trinity University

HDR/S.R. Beard & Associates

Stephen R. Beard
- Financial Analysis, Management Oversight
- Bachelor of Aviation Management, Auburn University
- Masters of Science Planning, Florida State University

Kimberly Slaughter
- Demographics and Transportation Conditions
- Bachelor of Art in Political Science, University of Texas
- Masters of Science in Community and Regional Planning, University of Texas

Vijay Mahal
- Travel Demand Forecasting
- Bachelor of Technology (Civil Engineering), Indian Institute of Technology, India
- Master in Transportation Science, University of Calgary, Canada
- Doctorate in Transportation Engineering, University of Minnesota

Christine Luthi
- Public Involvement
- Bachelor of Science, Political Science, Sam Houston State University
- Master of Science, Political Science, Sam Houston State University
Clint Harbert, AICP  
- Economic Analysis, Land Use  
- Bachelor of Arts, Public Affairs and Administration, University of Oklahoma  
- Master of Arts, Regional and City Planning, University of Oklahoma

Michael Rose  
- Travel Demand Modeling and GIS Analysis  
- Bachelor of Science, Electrical and Computer Engineering, University of Houston

Barbara Koslov  
- QA/QC  
- Bachelor of Arts, Political Science, Tulane University  
- Master of Arts, Public Affairs, LBJ School of Public Affairs, University of Texas

Mike Hochschild, AICP  
- Bus Operations and Analysis  
- B.S., Political Science, University of Houston  
- Bachelor of Arts, Economics, University of Milwaukee
This Page Intentionally Left Blank.
### APPENDIX C – LIST OF ACRONYMS

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACHP</td>
<td>Advisory Council on Historic Preservation</td>
</tr>
<tr>
<td>ACT</td>
<td>Antiquities Code of Texas</td>
</tr>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
</tr>
<tr>
<td>ADT</td>
<td>Average Daily Traffic</td>
</tr>
<tr>
<td>AERCO</td>
<td>Area Emission Reduction Credit Organization</td>
</tr>
<tr>
<td>AHCT</td>
<td>Advanced High Capacity Transit</td>
</tr>
<tr>
<td>AIRSAFS</td>
<td>Aerometric Information Retrieval System/Air Facility Subsystem</td>
</tr>
<tr>
<td>ANSI</td>
<td>American National Standards Institute</td>
</tr>
<tr>
<td>APE</td>
<td>Area of Potential Effects</td>
</tr>
<tr>
<td>AST</td>
<td>Aboveground Storage Tank</td>
</tr>
<tr>
<td>ASTM</td>
<td>American Society for Testing and Materials</td>
</tr>
<tr>
<td>B.O.N.D.</td>
<td>Blocks Organized for Neighborhood Defense</td>
</tr>
<tr>
<td>BCCA</td>
<td>Business Coalition for Clean Air</td>
</tr>
<tr>
<td>BEA</td>
<td>Bureau of Economic Analysis</td>
</tr>
<tr>
<td>BMP</td>
<td>Best Management Practice</td>
</tr>
<tr>
<td>BNSF</td>
<td>Burlington Northern and Santa Fe Railroad</td>
</tr>
<tr>
<td>BOF</td>
<td>Bus Operating Facility</td>
</tr>
<tr>
<td>BRS</td>
<td>Biennial Report System</td>
</tr>
<tr>
<td>BRT</td>
<td>Bus Rapid Transit</td>
</tr>
<tr>
<td>BSA</td>
<td>Brownfield Site Assessment</td>
</tr>
<tr>
<td>BTUs</td>
<td>British Thermal Units</td>
</tr>
<tr>
<td>CAA</td>
<td>Clean Air Act</td>
</tr>
<tr>
<td>CAAA</td>
<td>Clean Air Act Amendments</td>
</tr>
<tr>
<td>CALF</td>
<td>Closed and Abandoned Landfill Inventory</td>
</tr>
<tr>
<td>CAMS</td>
<td>Continuous Air Monitoring Station</td>
</tr>
<tr>
<td>CBD</td>
<td>Central Business District</td>
</tr>
<tr>
<td>CCTV</td>
<td>Closed-Circuit Television</td>
</tr>
<tr>
<td>CDCs</td>
<td>Community Development Corporations</td>
</tr>
<tr>
<td>CEQ</td>
<td>Council on Environmental Quality</td>
</tr>
<tr>
<td>CERCLIS</td>
<td>Comprehensive Environmental Response, Compensation, and Liability Information System</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CHDOs</td>
<td>Community Housing Development Organizations</td>
</tr>
<tr>
<td>CIP</td>
<td>Capital Improvement Plan</td>
</tr>
<tr>
<td>CMAQ</td>
<td>Congestion Mitigation and Air Quality</td>
</tr>
<tr>
<td>CNG</td>
<td>Compressed Natural Gas</td>
</tr>
<tr>
<td>CO</td>
<td>Carbon Monoxide</td>
</tr>
<tr>
<td>CO2</td>
<td>Carbon Dioxide</td>
</tr>
<tr>
<td>COHGIS</td>
<td>City of Houston Geographic Information System</td>
</tr>
<tr>
<td>CORRACTS</td>
<td>Corrective Action Report Sites</td>
</tr>
<tr>
<td>CPI</td>
<td>Consumer Price Index</td>
</tr>
<tr>
<td>CPTED</td>
<td>Crime Prevention Through Environmental Design</td>
</tr>
<tr>
<td>CSN</td>
<td>Construction Site Notice</td>
</tr>
<tr>
<td>CTMS</td>
<td>Computerized Transportation Management System</td>
</tr>
<tr>
<td>CWA</td>
<td>Clean Water Act</td>
</tr>
<tr>
<td>Acronym</td>
<td>Definition</td>
</tr>
<tr>
<td>---------</td>
<td>------------</td>
</tr>
<tr>
<td>CWR</td>
<td>Continuous Welded Rail</td>
</tr>
<tr>
<td>DAP</td>
<td>Department of Antiquities Protection</td>
</tr>
<tr>
<td>dB</td>
<td>Decibels</td>
</tr>
<tr>
<td>dBA</td>
<td>Decibels (A-weighting)</td>
</tr>
<tr>
<td>dbh</td>
<td>Diameter at Breast Height</td>
</tr>
<tr>
<td>DEIS</td>
<td>Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>DNPL</td>
<td>Delisted National Priority List</td>
</tr>
<tr>
<td>DOCKETS</td>
<td>EPA Docket Data</td>
</tr>
<tr>
<td>DOD</td>
<td>Department of Defense</td>
</tr>
<tr>
<td>DOQ</td>
<td>Digital Orthophoto Quadrangle</td>
</tr>
<tr>
<td>DOT</td>
<td>Department of Transportation</td>
</tr>
<tr>
<td>EIS</td>
<td>Environmental Impact Statement</td>
</tr>
<tr>
<td>EMS</td>
<td>Emergency Medical Services</td>
</tr>
<tr>
<td>EPA</td>
<td>Environmental Protection Agency</td>
</tr>
<tr>
<td>ERNS</td>
<td>Emergency Response Notification System</td>
</tr>
<tr>
<td>ERNSs</td>
<td>Emergency Response Notification Systems</td>
</tr>
<tr>
<td>ERP</td>
<td>Emissions Reduction Plan</td>
</tr>
<tr>
<td>ESA</td>
<td>Environmental Site Assessment</td>
</tr>
<tr>
<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
</tr>
<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>FIRM</td>
<td>Flood Insurance Rate Map</td>
</tr>
<tr>
<td>FM</td>
<td>Farm to Market Road</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>FUDS</td>
<td>Formerly Used Defense Sites</td>
</tr>
<tr>
<td>FY</td>
<td>Fiscal Year</td>
</tr>
<tr>
<td>GHASP</td>
<td>Galveston-Houston Association for Smog Prevention</td>
</tr>
<tr>
<td>GRT</td>
<td>Guided Rapid Transit</td>
</tr>
<tr>
<td>GSMD</td>
<td>Greater Southeast Management District</td>
</tr>
<tr>
<td>HB&amp;T</td>
<td>Houston Belt &amp; Terminal Railroad</td>
</tr>
<tr>
<td>HCAD</td>
<td>Harris County Appraisal District</td>
</tr>
<tr>
<td>HCC</td>
<td>Houston Community College</td>
</tr>
<tr>
<td>HCFCD</td>
<td>Houston County Flood Control District</td>
</tr>
<tr>
<td>HCT</td>
<td>High Capacity Transit</td>
</tr>
<tr>
<td>HCTRA</td>
<td>Harris County Toll Road Authority</td>
</tr>
<tr>
<td>H-GAC</td>
<td>Houston-Galveston Area Council</td>
</tr>
<tr>
<td>HGCSD</td>
<td>Houston-Galveston Coastal Subsidence District</td>
</tr>
<tr>
<td>HISD</td>
<td>Houston Independent School District</td>
</tr>
<tr>
<td>HMIRS</td>
<td>Hazardous Materials Incident Reporting System</td>
</tr>
<tr>
<td>HOV</td>
<td>High Occupancy Vehicle</td>
</tr>
<tr>
<td>HSVPA</td>
<td>High School for Performing and Visual Arts</td>
</tr>
<tr>
<td>Hz</td>
<td>Hertz</td>
</tr>
<tr>
<td>IH</td>
<td>Interstate Highway</td>
</tr>
<tr>
<td>IH-45</td>
<td>Interstate Highway 45/North Freeway</td>
</tr>
<tr>
<td>IH-610</td>
<td>Interstate Highway 610</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>IHW</td>
<td>Industrial and Hazardous Waste</td>
</tr>
<tr>
<td>INDLPSTR06</td>
<td>Indian Petroleum Storage Tanks – Region 6</td>
</tr>
<tr>
<td>IOP</td>
<td>Innocent Owner/Property Program</td>
</tr>
<tr>
<td>ISTEAA</td>
<td>Intermodal Surface Transportation Act of 1991</td>
</tr>
<tr>
<td>ITS</td>
<td>Intelligent Transportation Systems</td>
</tr>
<tr>
<td>LARA</td>
<td>Land Assemblage Redevelopment Authority</td>
</tr>
<tr>
<td>LBJ Hospital</td>
<td>Lyndon Baines Johnson Hospital</td>
</tr>
<tr>
<td>LCI</td>
<td>Livable Communities Initiative</td>
</tr>
<tr>
<td>Ldn</td>
<td>Day-Night Sound Level</td>
</tr>
<tr>
<td>LEP</td>
<td>Limited English Proficiency</td>
</tr>
<tr>
<td>Leq</td>
<td>Equivalent Sound Level</td>
</tr>
<tr>
<td>LOS</td>
<td>Level of Service</td>
</tr>
<tr>
<td>LPA</td>
<td>Locally Preferred Alternative</td>
</tr>
<tr>
<td>LPIS</td>
<td>Locally Preferred Investment Strategy</td>
</tr>
<tr>
<td>LPST</td>
<td>Leaking Petroleum Storage Tank</td>
</tr>
<tr>
<td>LQG</td>
<td>RCRIS Large Quantity Generators</td>
</tr>
<tr>
<td>LRT</td>
<td>Light Rail Transit</td>
</tr>
<tr>
<td>MBTA</td>
<td>Migratory Bird Treaty Act</td>
</tr>
<tr>
<td>METRO</td>
<td>Houston Metropolitan Transit Authority of Harris County, Texas</td>
</tr>
<tr>
<td>MLK</td>
<td>Martin Luther King</td>
</tr>
<tr>
<td>MOA</td>
<td>Memoranda of Agreement</td>
</tr>
<tr>
<td>MOS</td>
<td>Minimum Operable Segment</td>
</tr>
<tr>
<td>MPH</td>
<td>Miles Per Hour</td>
</tr>
<tr>
<td>MPO</td>
<td>Metropolitan Planning Organization</td>
</tr>
<tr>
<td>MS4</td>
<td>Municipal Separate Storm Sewer System</td>
</tr>
<tr>
<td>MSA</td>
<td>Metropolitan Statistical Area</td>
</tr>
<tr>
<td>MSATs</td>
<td>Mobile Source Air Toxics</td>
</tr>
<tr>
<td>MTFP</td>
<td>Major Thoroughfare and Freeway Plan</td>
</tr>
<tr>
<td>MTP</td>
<td>Metropolitan Transportation Plan</td>
</tr>
<tr>
<td>MUD</td>
<td>Municipal Utility District</td>
</tr>
<tr>
<td>NAAQS</td>
<td>National Ambient Air Quality Standards</td>
</tr>
<tr>
<td>NCHRP</td>
<td>National Cooperative Highway Research Program</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NFPA</td>
<td>National Fire Protection Association</td>
</tr>
<tr>
<td>NFRAP</td>
<td>No Further Remedial Action Planned</td>
</tr>
<tr>
<td>NHPA</td>
<td>National Historic Preservation Act</td>
</tr>
<tr>
<td>NOI</td>
<td>Notice of Intent</td>
</tr>
<tr>
<td>NOx</td>
<td>Nitrogen Oxide</td>
</tr>
<tr>
<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
</tr>
<tr>
<td>NPL</td>
<td>National Priorities List</td>
</tr>
<tr>
<td>NRHP</td>
<td>National Register of Historic Places</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>Operations and Maintenance</td>
</tr>
<tr>
<td>OCC</td>
<td>Operational Control Center</td>
</tr>
<tr>
<td>OCS</td>
<td>Overhead Catenary System</td>
</tr>
<tr>
<td>ODI</td>
<td>Open Dump Inventory</td>
</tr>
<tr>
<td>OHWM</td>
<td>Ordinary High Water Mark</td>
</tr>
<tr>
<td>OST</td>
<td>Old Spanish Tail</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>Pb</td>
<td>Lead</td>
</tr>
<tr>
<td>PCN</td>
<td>Preconstruction Notice</td>
</tr>
<tr>
<td>PCPMPL</td>
<td>Passenger Car Per Mile Per Lane</td>
</tr>
<tr>
<td>PE</td>
<td>Preliminary Engineering</td>
</tr>
<tr>
<td>PIHW</td>
<td>Permitted Industrial Hazardous Waste Sites</td>
</tr>
<tr>
<td>PM-10</td>
<td>Particulates less than or equal to 10 microns</td>
</tr>
<tr>
<td>PM2.5</td>
<td>Particulates less 2.5 microns or less</td>
</tr>
<tr>
<td>PMT</td>
<td>Passenger Miles Traveled</td>
</tr>
<tr>
<td>PPB</td>
<td>Parts Per Billion</td>
</tr>
<tr>
<td>PPM</td>
<td>Parts Per Million</td>
</tr>
<tr>
<td>PPV</td>
<td>Peak Particle Velocity</td>
</tr>
<tr>
<td>PST</td>
<td>Petroleum Storage Tank</td>
</tr>
<tr>
<td>RCI</td>
<td>Roadway Congestion Index</td>
</tr>
<tr>
<td>RCRA</td>
<td>Resource Conservation and Recovery Act</td>
</tr>
<tr>
<td>RCRIS</td>
<td>Resource Conservation and Recovery Information System</td>
</tr>
<tr>
<td>RDA</td>
<td>Redevelopment Authorities</td>
</tr>
<tr>
<td>RIMS</td>
<td>Regional Input-Output Modeling System</td>
</tr>
<tr>
<td>RMS</td>
<td>Root Mean Square</td>
</tr>
<tr>
<td>ROC</td>
<td>Rail Operating Center</td>
</tr>
<tr>
<td>ROD</td>
<td>Record of Decision</td>
</tr>
<tr>
<td>RTP</td>
<td>Regional Transportation Plan</td>
</tr>
<tr>
<td>SAC</td>
<td>Stakeholder Advisory Committee</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users</td>
</tr>
<tr>
<td>SAL</td>
<td>State Archeological Landmark</td>
</tr>
<tr>
<td>SEL</td>
<td>Sound Exposure Level</td>
</tr>
<tr>
<td>SH</td>
<td>State Highway</td>
</tr>
<tr>
<td>SHPO</td>
<td>State Historic Preservation Officer</td>
</tr>
<tr>
<td>SIECO1</td>
<td>State Institution/Engineering Controls</td>
</tr>
<tr>
<td>SIP</td>
<td>State Implementation Plan</td>
</tr>
<tr>
<td>SO2</td>
<td>Sulfur Dioxide</td>
</tr>
<tr>
<td>SOV</td>
<td>Single Occupancy Vehicle</td>
</tr>
<tr>
<td>SPARK</td>
<td>School Park Program</td>
</tr>
<tr>
<td>SPILLS</td>
<td>Spills Database/List</td>
</tr>
<tr>
<td>SQG</td>
<td>Resource Conservation and Recovery Information System Small Quantity Generators</td>
</tr>
<tr>
<td>SSPP</td>
<td>System Safety Program Plan</td>
</tr>
<tr>
<td>SWP3</td>
<td>Storm Water Pollution Prevention Plan</td>
</tr>
<tr>
<td>TAC</td>
<td>Texas Administrative Code</td>
</tr>
<tr>
<td>TC</td>
<td>Transit Center</td>
</tr>
<tr>
<td>TCEQ</td>
<td>Texas Commission on Environmental Quality</td>
</tr>
<tr>
<td>TCM</td>
<td>Transportation Control Measures</td>
</tr>
<tr>
<td>TCMP</td>
<td>Texas Coastal Management Plan</td>
</tr>
<tr>
<td>TEA-21</td>
<td>Transportation Equity Act for the 21st Century</td>
</tr>
<tr>
<td>THC</td>
<td>Texas Historical Commission</td>
</tr>
<tr>
<td>TIP</td>
<td>Transportation Improvement Program</td>
</tr>
<tr>
<td>TIRZ</td>
<td>Tax Increment Reinvestment Zone</td>
</tr>
<tr>
<td>TMA</td>
<td>Transportation Management Area</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>TOD</td>
<td>Transit-Oriented Development</td>
</tr>
<tr>
<td>TPDES</td>
<td>Texas Pollutant Distribution Elimination System</td>
</tr>
<tr>
<td>TPSS</td>
<td>Traction Power Substations</td>
</tr>
<tr>
<td>TPWD</td>
<td>Texas Parks &amp; Wildlife Department</td>
</tr>
<tr>
<td>TREK</td>
<td>Trip Reduction Efficiency Council</td>
</tr>
<tr>
<td>TRI</td>
<td>Toxics Release Inventory</td>
</tr>
<tr>
<td>TRIZ</td>
<td>Tax Increment Redevelopment Zone</td>
</tr>
<tr>
<td>TSARP</td>
<td>Tropical Storm Allison Recovery Project</td>
</tr>
<tr>
<td>TSD</td>
<td>Non-Corrective Action Treatment, Storage, and Disposal</td>
</tr>
<tr>
<td>TSM</td>
<td>Transportation Systems Management</td>
</tr>
<tr>
<td>TSP</td>
<td>Traffic Signal Priority</td>
</tr>
<tr>
<td>TSU</td>
<td>Texas Southern University</td>
</tr>
<tr>
<td>TSUB</td>
<td>Transportation System Under Benefits</td>
</tr>
<tr>
<td>TTI</td>
<td>Texas Transportation Institute</td>
</tr>
<tr>
<td>TxDOT</td>
<td>Texas Department of Transportation</td>
</tr>
<tr>
<td>TXDRC</td>
<td>Texas Dry Cleaner Registration</td>
</tr>
<tr>
<td>TXEAP</td>
<td>Texas Edwards Aquifer Permits</td>
</tr>
<tr>
<td>TXLANDAPP</td>
<td>Texas Land Applications</td>
</tr>
<tr>
<td>TXLIENS</td>
<td>Texas Commission on Environmental Quality Liens</td>
</tr>
<tr>
<td>TXLPG</td>
<td>Texas Liquified Petrol Gas Bulk Storage</td>
</tr>
<tr>
<td>TXMSD</td>
<td>Texas Municipal Settings Designation Report</td>
</tr>
<tr>
<td>TXMSWLF</td>
<td>Texas Municipal Solid Waste Landfill Sites</td>
</tr>
<tr>
<td>TXRRCVCP</td>
<td>Texas Railroad Commission Voluntary Cleanup Program Sites</td>
</tr>
<tr>
<td>TXRWS</td>
<td>Texas Radioactive Waste Sites</td>
</tr>
<tr>
<td>TXSF</td>
<td>State Superfund</td>
</tr>
<tr>
<td>TXSF</td>
<td>Texas Superfund Registry</td>
</tr>
<tr>
<td>U.S.</td>
<td>United States</td>
</tr>
<tr>
<td>UH</td>
<td>University of Houston</td>
</tr>
<tr>
<td>UH-D</td>
<td>University of Houston Downtown</td>
</tr>
<tr>
<td>UPRR</td>
<td>Union Pacific Railroad</td>
</tr>
<tr>
<td>USACE</td>
<td>United States Army Corps of Engineers</td>
</tr>
<tr>
<td>USBF</td>
<td>United States Brownfield Management System</td>
</tr>
<tr>
<td>USDA</td>
<td>United States Department of Agriculture</td>
</tr>
<tr>
<td>USEC</td>
<td>Federal Institution/Engineering Controls</td>
</tr>
<tr>
<td>USGS</td>
<td>United States Geological Survey</td>
</tr>
<tr>
<td>USICIS</td>
<td>Integrated Compliance Information System [Formerly Dockets]</td>
</tr>
<tr>
<td>USNFRAP</td>
<td>United States No Further Remedial Action Planned</td>
</tr>
<tr>
<td>USNPL</td>
<td>United States National Priority List</td>
</tr>
<tr>
<td>USPNPL</td>
<td>United States Proposed National Priority List</td>
</tr>
<tr>
<td>USRCRAC</td>
<td>United States Resource Conservation &amp; Recovery Act –Corrective Action</td>
</tr>
<tr>
<td>USRCRAG</td>
<td>United States Resource Conservation &amp; Recovery Act –Generator</td>
</tr>
<tr>
<td>USRCRAT</td>
<td>United States Resource Conservation &amp; Recovery Act –Treatment, Storage &amp; Disposal</td>
</tr>
<tr>
<td>UST</td>
<td>Underground Storage Tank</td>
</tr>
<tr>
<td>V/C</td>
<td>Volume to Capacity Ratio</td>
</tr>
<tr>
<td>VA Hospital</td>
<td>Veterans Affairs Hospital</td>
</tr>
<tr>
<td>VCP</td>
<td>Voluntary Cleanup Program</td>
</tr>
<tr>
<td>VdB</td>
<td>Decibels - Vibration</td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
</tr>
<tr>
<td>---------</td>
<td>-------------</td>
</tr>
<tr>
<td>VHT</td>
<td>Vehicle Hours of Travel</td>
</tr>
<tr>
<td>VMT</td>
<td>Vehicle Miles of Travel</td>
</tr>
<tr>
<td>VOC</td>
<td>Volatile Organic Compound</td>
</tr>
<tr>
<td>VPD</td>
<td>Vehicles Per Day</td>
</tr>
<tr>
<td>WATERWLL</td>
<td>Combined Water Well Database</td>
</tr>
<tr>
<td>WSE</td>
<td>Water Surface Elevation</td>
</tr>
<tr>
<td>YMCA</td>
<td>Young Men's Christian Association</td>
</tr>
<tr>
<td>YOE</td>
<td>Year of Expenditure</td>
</tr>
</tbody>
</table>
This Page Intentionally Left Blank.
<table>
<thead>
<tr>
<th>Date</th>
<th>To</th>
<th>From</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 25, 2006</td>
<td>See list attached to the letter</td>
<td>Miki Milovanovic, METRO</td>
<td>Invitation to Agency Scoping Meetings</td>
</tr>
<tr>
<td>June 29, 2006</td>
<td>METRO</td>
<td>State Representative Martha Wong</td>
<td>Recommendations of items to be included in the University line study</td>
</tr>
<tr>
<td>July 5, 2006</td>
<td>James E. Bruseth. Texas Historical Commission</td>
<td>Robert C. Patrick, FTA</td>
<td>Section 106 Consultation for University Corridor, Houston, TX</td>
</tr>
<tr>
<td>July 6, 2006</td>
<td>Miki Milovanovic, METRO</td>
<td>Lavonne Collins, USACE</td>
<td>Acknowledgement receipt</td>
</tr>
<tr>
<td>July 7, 2006</td>
<td>Miki Milovanovic, METRO</td>
<td>Marcus N. Redford, U.S. Coast Guard</td>
<td>Response to scoping letter</td>
</tr>
<tr>
<td>July 11, 2006</td>
<td>Rhonda Boyer, METRO</td>
<td>B.Z. Karachiwala, Harris County Public Health and Environmental Services</td>
<td>Issues to be considered in the DEIS for the University Corridor</td>
</tr>
<tr>
<td>July 18, 2006</td>
<td>Miki Milovanovic, METRO</td>
<td>F. Lawerence Oaks, THC</td>
<td>Response to scoping letter</td>
</tr>
<tr>
<td>July 20, 2006</td>
<td>Rhonda Boyer, METRO</td>
<td>Alan Clark, H-GAC</td>
<td>Issues to be considered in the DEIS for the University Corridor</td>
</tr>
<tr>
<td>July 28, 2006</td>
<td>Rhonda Boyer, METRO</td>
<td>Daniel Kruger, City of Houston</td>
<td>Issues to be considered in the DEIS for the University Corridor</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Mark Chino, Mescalero Apache Tribe</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Tarpie Yargee, Alabama-Quassarte Tribal Town</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Andele Worthington, BIA-Anadarko</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Nathan Tselee, Apache Tribe of Oklahoma</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Ronnie Thomas, Alabama-Coushatt Tribe of Texas</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>LaRue Parker, Caddo Nation of Oklahoma</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Fred Nahwooksy, Comanche Nation of Oklahoma</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>August 31, 2006</td>
<td>Billy Evan Horse, Kiowa Indian Tribe of Oklahoma</td>
<td>Rhonda Boyer, METRO</td>
<td>Tribal Coordination Letters</td>
</tr>
<tr>
<td>September 25, 2006</td>
<td>Rhonda Boyer, METRO</td>
<td>Ruth Toahty, Comanche Nation</td>
<td>Response to tribal coordination letters</td>
</tr>
<tr>
<td>October 10, 2006</td>
<td>Miki Milovanovic, METRO</td>
<td>Bruce Bennett, USACE</td>
<td>Response to scoping letter</td>
</tr>
<tr>
<td>October 17, 2007</td>
<td>Hanna Vaughan, THC</td>
<td>Rhonda Boyer, METRO</td>
<td>Request for APE coordination</td>
</tr>
<tr>
<td>Date</td>
<td>To</td>
<td>From</td>
<td>Reference</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------</td>
<td>--------------------------</td>
<td>----------------------------------------</td>
</tr>
<tr>
<td>November 16, 2006</td>
<td>Rhonda Boyer, METRO</td>
<td>Hanna Vaughan, THC</td>
<td>Concurrence of APE coordination</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>David Weston, USACE</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Patrick Bauer, FHWA</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Gary Trietsch, TxDOT</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Donald Fairley, FEMA</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Diane DeWare Bumpas, THC</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Mike Talbott, HCFCD</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Margie McAllister, TCEQ</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Ed Emmett, Harris County</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Alan Clark, H-GAC</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>David Visney, FRA</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 7, 2007</td>
<td>Richard Greene, EPA</td>
<td>Rhonda Boyer, METRO</td>
<td>Invitation to Participate</td>
</tr>
<tr>
<td>March 20, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td>Michael Snyder, DOI</td>
<td>Decline to participate</td>
</tr>
<tr>
<td>March 20, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td>Gary Trietsch, TxDOT</td>
<td>Agree to participate</td>
</tr>
<tr>
<td>March 23, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td>Stephen Parris, DOI</td>
<td>Decline to participate</td>
</tr>
<tr>
<td>April 5, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td>Donald Davis, FHWA</td>
<td>Request to be a cooperating agency</td>
</tr>
<tr>
<td>April 24, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td></td>
<td>Public Notice Review</td>
</tr>
<tr>
<td>May 9, 2007</td>
<td>Janice Brown, FHWA</td>
<td>Robert C. Patrick, FTA</td>
<td>FHWA as a cooperating agency</td>
</tr>
<tr>
<td>May 9, 2007</td>
<td>Paul Derowski, METRO</td>
<td>Gary Trietsch, TxDOT</td>
<td>Review of Alignments</td>
</tr>
<tr>
<td>May 11, 2007</td>
<td>F. Lawerence Oaks, THC</td>
<td>Rhonda Boyer, METRO</td>
<td>Request for Determination of Eligibility</td>
</tr>
<tr>
<td>June 12, 2007</td>
<td>Rhonda Boyer, METRO</td>
<td>F. Lawerence Oaks, THC</td>
<td>Determination of Eligibility</td>
</tr>
</tbody>
</table>
AGENCY CORRESPONDENCE
May 25, 2006

Mr. Arturo Blanco  
Chief of Bureau AQ Control  
City of Houston  
7411 Park Place Blvd., Room 103  
Houston, TX 77087

Dear Mr. Blanco:

The Metropolitan Transit Authority (METRO) and the Federal Transit Administration (FTA) request your participation in an agency scoping meeting on June 28, 2006 to initiate corridor-specific planning studies for the METRO Solutions University Corridor Environmental Impact Statements (EIS) in accordance with the National Environmental Policy Act (NEPA) in metropolitan Houston.

The area being studied, known as the University Corridor, extends approximately ten miles from the vicinity of the University of Houston – Central Campus to the Uptown/Galleria area in southwest Houston. METRO is proposing to construct a light rail transit line on one of several possible alignments in the corridor. The EIS will examine and evaluate a number of transit alternatives including various Build Alternatives, consisting of guided rapid transit technologies (e.g. hybrid and electrical powered vehicles) and alignment sub-options within the corridor; and any additional alternatives generated by the scoping process. The need for ancillary facilities, such as maintenance facilities, will also be considered.

The purpose of the EIS is to evaluate the environmental consequences of alternative means of accomplishing the purpose and need for transit in the University Corridor study area in advance of a decision to commit substantial financial or other resources toward the project implementation. The EIS will examine the extent to which the study alternatives result in adverse environmental and community impacts and corresponding actions to reduce, mitigate, or eliminate such impacts. METRO and the FTA will evaluate all social, economic, and environmental impacts of the alternatives analyzed in the EIS. Mitigation options for all adverse impacts will be developed and presented in the EIS.

The environmental process begins with a series of scoping meetings requesting participation from interested persons, organizations, and federal, state, and local agencies. We encourage all agencies to participate in the agency scoping meeting on June 28th and to provide written comments pertaining to the proposed project. The meeting details are provided below:
June 28, 2006
2:00 pm – 4:00 pm
Houston-Galveston Area Council
3555 Timmons Lane – 2nd Floor Conference Room C
Houston, TX 77027

The main goal of scoping is to provide agencies and the public an opportunity to communicate issues and concerns to our project team early in the planning process. A Scoping Information Package for the corridor offering additional information about the corridor study will be sent to you in advance of the agency scoping meeting. Specific dates and times of the additional public scoping meetings are included in this package.

Written comments on the scope of alternatives and impacts to be considered in the EIS should be sent to the address listed below by the close of business July 28, 2006. E-mailed comments may be sent to Rhonda Boyer at RB15@ridemetro.org.

Rhonda Boyer, Manager of Environmental Planning
METRO
P.O. Box 61429
Houston, Texas 77208-1429

We look forward to your participation in our planning process. If you have any additional questions or comments about the scoping process please call Rhonda Boyer at 713-739-6836.

Sincerely,

Miki Milovanovic
Acting Director
Capital & Environmental Planning

Attachments

xc: John Sweek, Federal Transit Administration
Alan Clark, Houston-Galveston Area Council
<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Agency</th>
<th>Phone</th>
<th>Address</th>
<th>City</th>
<th>Zip Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Mina Gerall</td>
<td>Administrative Director, Planning Services</td>
<td>City of Houston</td>
<td>713-837-7858</td>
<td>611 Walker Street, 6th Floor</td>
<td>Houston</td>
<td>77002</td>
</tr>
<tr>
<td>Mr. Randy Pace</td>
<td>Historic Preservation Officer</td>
<td>City of Houston</td>
<td>713-837-7796</td>
<td>611 Walker Street, 6th Floor</td>
<td>Houston</td>
<td>77002</td>
</tr>
<tr>
<td>Dr. Carol A. Lewis</td>
<td>Exec. Assistant to the Mayor for Transportation Planning &amp; Development</td>
<td>City of Houston</td>
<td>713-437-6944</td>
<td>901 Bagby Street, 3rd Floor</td>
<td>Houston</td>
<td>77002</td>
</tr>
<tr>
<td>Mr. Michael Marcotte</td>
<td>Director of PW&amp;E</td>
<td>City of Houston</td>
<td>713-837-0037</td>
<td>611 Walker Street, 25th Floor</td>
<td>Houston</td>
<td>77002</td>
</tr>
<tr>
<td>Mr. Joe Turner</td>
<td>Director of Parks &amp; Recreation</td>
<td>City of Houston</td>
<td>713-845-1101</td>
<td>2999 South Wayside Dr.</td>
<td>Houston</td>
<td>77023</td>
</tr>
<tr>
<td>Mr. Arturo Blanco</td>
<td>Chief of Bureau AQ Control</td>
<td>City of Houston</td>
<td>713-640-4214</td>
<td>7411 Park Place Blvd., RM 103</td>
<td>Houston</td>
<td>77087</td>
</tr>
<tr>
<td>Mr. Robert DeShurley</td>
<td>Assistant Director for Traffic and Transportation Planning &amp; Development</td>
<td>City of Houston</td>
<td>713-837-7480</td>
<td>611 Walker Street, 5th Floor</td>
<td>Houston</td>
<td>77002</td>
</tr>
<tr>
<td>Ms. Pam Berger</td>
<td>Bureau Chief, Public Health Engineering</td>
<td>City of Houston</td>
<td>713-794-2922</td>
<td>7411 Park Place Blvd.</td>
<td>Houston</td>
<td>77087</td>
</tr>
<tr>
<td>Mr. Donald Davis</td>
<td>District Engineer</td>
<td>Federal Highway Administration</td>
<td>512-536-5960</td>
<td>300 East 8th Street, Rm 826</td>
<td>Austin</td>
<td>78701</td>
</tr>
<tr>
<td>Mr. Gary Johnson</td>
<td>Houston Major Projects Engineer</td>
<td>Federal Highway Administration</td>
<td>512-536-5964</td>
<td>300 East 8th Street, Rm 826</td>
<td>Austin</td>
<td>78701</td>
</tr>
<tr>
<td>Mr. Jose Campos</td>
<td>Intermodal Team Leader</td>
<td>Federal Highway Administration</td>
<td>512-536-5932</td>
<td>300 East 8th Street, Rm 826</td>
<td>Austin</td>
<td>78701</td>
</tr>
<tr>
<td>Mr. Mike Leary</td>
<td>Director of Planning and Program Development</td>
<td>Federal Highway Administration</td>
<td>512-536-5940</td>
<td>300 East 8th Street, Rm 826</td>
<td>Austin</td>
<td>78701</td>
</tr>
<tr>
<td>Mr. Justin Ham</td>
<td>Area Engineer</td>
<td>Federal Highway Administration</td>
<td>512-536-5963</td>
<td>300 East 8th Street, Rm 826</td>
<td>Austin</td>
<td>78701</td>
</tr>
<tr>
<td>Ms. Christy Lambright</td>
<td>Planning Manager</td>
<td>Harris County</td>
<td>713-578-2043</td>
<td>8410 Lantern Point</td>
<td>Houston</td>
<td>77054</td>
</tr>
<tr>
<td>Mr. Jackie L. Bugner</td>
<td>Environmental Coordinator</td>
<td>Harris County</td>
<td>713-384-8283</td>
<td>16600 North Freeway</td>
<td>Houston</td>
<td>77059</td>
</tr>
<tr>
<td>Mr. Mike Talbott</td>
<td>Director</td>
<td>Harris County Flood Control District</td>
<td>713-684-4000</td>
<td>9900 Northwest Freeway</td>
<td>Houston</td>
<td>77092</td>
</tr>
<tr>
<td>Ms. Hannah Vaughn</td>
<td>Project Reviewer</td>
<td>Texas Historical Commission</td>
<td>512-495-0404</td>
<td>P.O. Box 1276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Mike Jansky</td>
<td>Regional EIS Coordinator</td>
<td>U.S. Army Corps of Engineers</td>
<td>214-696-9260</td>
<td>P.O. Box 12297</td>
<td>Dallas</td>
<td>75237</td>
</tr>
<tr>
<td>Mr. Denton</td>
<td>Archaeologist</td>
<td>U.S. Army Corps of Engineers</td>
<td>512-495-0511</td>
<td>P.O. Box 1276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Mark Denton</td>
<td>Deputy Director of Chief Engineers Office</td>
<td>U.S. Army Corps of Engineers</td>
<td>512-384-5922</td>
<td>P.O. Box 1276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Pat Henry</td>
<td>Director, Advanced Project Development</td>
<td>Texas Department of Transportation</td>
<td>713-802-5241</td>
<td>P.O. Box 1386</td>
<td>Houston</td>
<td>77251-1386</td>
</tr>
<tr>
<td>Mr. Carol Nixon</td>
<td>Director, District Advanced Transportation Planning</td>
<td>Texas Department of Transportation</td>
<td>713-802-5301</td>
<td>P.O. Box 1386</td>
<td>Houston</td>
<td>77251-1386</td>
</tr>
<tr>
<td>Mr. Garry McMahan</td>
<td>Coordinator</td>
<td>Texas General Land Office</td>
<td>281-471-0391</td>
<td>11811 North D. La Porte</td>
<td>Houston</td>
<td>77571-1386</td>
</tr>
<tr>
<td>Ms. Bob Brinkman</td>
<td>Historian</td>
<td>Texas Historical Commission</td>
<td>512-463-8769</td>
<td>P.O. Box 12276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Ms. Hannah Vaughn</td>
<td>Project Reviewer</td>
<td>Texas Historical Commission</td>
<td>512-463-6046</td>
<td>P.O. Box 1276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Derek Satchell</td>
<td>Project Reviewer</td>
<td>Texas Historical Commission</td>
<td>512-463-7687</td>
<td>P.O. Box 12276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. James Bruseth</td>
<td>Director, Archaeology</td>
<td>Texas Historical Commission</td>
<td>512-463-6096</td>
<td>P.O. Box 12276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Mark Denton</td>
<td>Archaeologist</td>
<td>Texas Historical Commission</td>
<td>512-384-5922</td>
<td>P.O. Box 1276</td>
<td>Austin</td>
<td>78711-2276</td>
</tr>
<tr>
<td>Mr. Garry McMahan</td>
<td>Coordinator</td>
<td>Texas General Land Office</td>
<td>281-471-0391</td>
<td>11811 North D. La Porte</td>
<td>Houston</td>
<td>77571-1386</td>
</tr>
<tr>
<td>Ms. Kathy Boydston</td>
<td>Program Leader</td>
<td>Texas Parks &amp; Wildlife</td>
<td>512-389-4638</td>
<td>4200 Smith School Road, Suite 120</td>
<td>Austin</td>
<td>78744-1509</td>
</tr>
<tr>
<td>Mr. Mike Jansky</td>
<td>Regional EIS Coordinator</td>
<td>U.S. Army Corps of Engineers</td>
<td>214-696-9260</td>
<td>P.O. Box 1229</td>
<td>Dallas</td>
<td>75237</td>
</tr>
<tr>
<td>Name</td>
<td>Title/Position</td>
<td>Company/Agency</td>
<td>Contact Information</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>----------------------------------------------------</td>
<td>------------------------------------------</td>
<td>---------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Rick Medina</td>
<td>Chief, Planning &amp; Environmental Branch</td>
<td>U.S. Army Corps of Engineers</td>
<td>409-766-3065</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Steven P. Haustein</td>
<td>O.E. and Commanding Officer</td>
<td>U.S. Army Corps of Engineers</td>
<td>409-766-3001</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Lane Lanford</td>
<td>Executive Director</td>
<td>Public Utility Commission of Texas</td>
<td>512-936-7040</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Tom Ogga</td>
<td>Section Chief of Air Planning Section</td>
<td>Environmental Protection Agency</td>
<td>714-555-7214</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ms. Edith Blasing</td>
<td>Fish &amp; Wildlife Biologist</td>
<td>U.S. Fish &amp; Wildlife</td>
<td>281-286-8282</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Brian Cain</td>
<td>Acting Field Supervisor</td>
<td>U.S. Fish &amp; Wildlife</td>
<td>281-286-8282</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Marcus Redford</td>
<td>Bridge Administration Branch</td>
<td>U.S. Coast Guard-8th Coast Guard District</td>
<td>500 Poydras #1313</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Phil Johnson</td>
<td>Commander (OPR)</td>
<td>U.S. Coast Guard-8th Coast Guard District</td>
<td>500 Poydras #1313</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ms. Elizabeth Jones</td>
<td>Chairman</td>
<td>Railroad Commission of Texas</td>
<td>512-463-7140</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Michael Williams</td>
<td>Commissioner</td>
<td>Railroad Commission of Texas</td>
<td>512-463-7144</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Vidor G. Carfio</td>
<td>Commissioner</td>
<td>Railroad Commission of Texas</td>
<td>512-463-7131</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Phil Brekke</td>
<td>Office of the Fire Chief</td>
<td>City of Houston Fire Department</td>
<td>713-247-2217</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dr. Karen Seehinga</td>
<td>Chief Academic Officer</td>
<td>Houston Independent School District</td>
<td>713-556-6900</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Michael J. Turco</td>
<td>Chief</td>
<td>U.S. Geological Survey - Texas Water Science Co</td>
<td>713-271-2312</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Honorable Jerry Patterson</td>
<td>Commissioner</td>
<td>Texas General Land Office</td>
<td>512-463-5336</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mr. Jack Whaley</td>
<td>Transtar</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
I recommend that the following items be included in the scope of the study for the University line:

1. Metro's budget for the cost of land.
2. Estimate the cost to acquire land to build the rail in the University Corridor on both Richmond and Westpark.
3. The cost to keep businesses open and fully operational during the construction of the light rail in the University Corridor and how much Metro will pay.
4. How Metro will determine how much to reimburse businesses for the loss of dollars during construction.
5. Metro's cost to replace the trees along Richmond, if Richmond is used. Houston has a "tree ordinance" for replacement of trees.
6. The cost of replacing other landscaping.
7. Review the costs to locate light rail on the sides of streets, versus placement in the middle of the street, versus the use of an elevated rail line.
8. How will the fire trucks north of Richmond (2 stations) get to the properties south of Richmond? The cost of building a fire station on the north side of Richmond.
9. Will Emergency vehicles have a way to stop the train for a safe crossing?
10. The cost and feasibility of using HOV lanes for the light rail.

11. The feasibility of crossing from Westpark to HOV at Edloe.

12. The cost and feasibility of having covered moving sidewalks, like in the airports, from Richmond to the HOV lanes, to Westpark and to the northside of the Southwest Freeway.

13. The feasibility of using the north side of the Southwest Freeway to the Main Street Rail.

14. What kind of sound barrier will be used behind the homes along Westpark?

15. The design at Westpark and Edloe to make the entrance to Sunset Terrace attractive.

16. Keep four lanes of traffic open on Richmond.

17. Develop Metro's policy of how they will compensate people who will loose homes and businesses?

18. Determine the number, location and size of terminals.

Thank you for considering the above points in the scope of your study for the University line.

Best regards,

Martha Wong
July 5, 2006

Mr. James E. Bruseth  
Archeology Director 
Texas Historical Commission  
P.O. Box 12276  
Austin, TX  78711-2276  

Re: Section 106 Consultation for University Corridor, Houston, TX  

Dear Mr. Bruseth:  

The Federal Transit Administration (FTA), in accordance with the regulation of the Advisory Council on Historic Preservation (36 CFR Part 800 – Protection of Historic Properties, Section 800.2(c) ) hereby authorizes the Metropolitan Transit Authority (METRO), as an FTA grant applicant, to initiate the Section 106 Consultation on its behalf for the proposed University Corridor project in Houston, Texas. This delegation does not extend to making determinations of effects or to resolving adverse effects through an Agreement document. FTA remains responsible for these determinations and any Agreement that may be necessary.  

METRO will be contacting your office regarding these projects in the near future. The METRO contact is Rhonda Boyer, Manager of Environmental Planning, 713-739-6836. FTA contact is John Sweek, Community Planner, 817-978-0559.  

Sincerely, 

Robert C. Patrick  
Regional Administrator  

Cc: Rhonda Boyer, METRO
Evaluation Section

SUBJECT: Acknowledgement – Department of the Army Permit Application – Request for Draft EIS Review – University Corridor

Miki Milovanovic
Acting Director
Capital & Environmental Planning
Metropolitan Transit Authority
P.O. Box 61429
Houston, Texas 77208-1429

This is to acknowledge receipt of your request, dated June 22, 2006, for a Department of the Army review of the Draft Environmental Impact Statement for the proposed transportation project referenced as University Corridor. The site is located in Houston, Harris County, Texas. Please note the items listed below.

Date Request Received: June 22, 2006
Applicant (if other than Requestor):
Application Number Assigned: D-18816
Fee Required (if Permit is Issued): No Fee
Project Manager Assigned: Mr. Ryan Fordyce
Telephone Number of Project Manager: 409-766-3114
Mailing Address: Ryan Fordyce
CESWG-PE-RN
U.S. Army Corps of Engineers
P.O. Box 1229
Galveston, Texas 77553-1229

Please reference the above application number in all future correspondence with our office related to this request. You may contact the project manager at the listed address or telephone number. You may also contact me regarding this assignment at 409-766-3945. As always, we are here to assist you in any manner we can regarding this request.

Sincerely,

Lavonne L. Collins
Lavonne L. Collins
Legal Instruments Examiner
METROPOLITAN TRANSIT AUTHORITY
ATTN MR MIKI MILOVANOVIC
P O BOX 61429
HOUSTON TX  77208-1429

Dear Mr. Milovanovic:

We were unable to attend the June 28, 2006 agency scoping meeting, but will provide input concerning navigability and permitting requirements for any identified waterways crossed by the project on a Light Rail Transit in the University Corridor area.

Please note that the Coast Guard is undergoing changes to better serve the public. Some of the changes will create some minor inconveniences but will ultimately improve service. Our office symbol has changed from “obc” to “dpb”. Our phone line is now (504) 671-2128 and our fax is (504) 671-2133. Our e-mail addresses have also changed and will be provided under separate cover to our customers. Thank you for your patience and understanding as we strive to improve our service. If we can be of any further assistance, please contact this office.

Sincerely,

MARCUS N. REDFORD, P.E.
Chief, Bridge Administration Branch
U.S. Coast Guard
By direction
Ms. Rhonda Boyer  
METRO  
P.O. Box 61429  
Houston, Texas  77208

Re: Metro Solutions University Corridor-Environmental Impact Statement (EIS) Scoping Issues

Dear Ms. Boyer,

Thank you for providing an opportunity to review and comment on the Metro Solutions University Corridor scoping information packet. Harris County Public Health and Environmental Services (HCPHES) has reviewed the information and is providing the following list of scoping issues for draft EIS consideration.

**Air Quality:** During the construction phase, fugitive dust and mobile source emissions are expected. The EIS should include a construction phase air quality impact analysis that includes particulate modeling. The impact analysis should also include a discussion regarding air monitoring for particulate during the construction phase. Mitigation measures should also be proposed.

**Noise:** Conduct a noise assessment, determine impacts and propose mitigation measures both during the construction and operational phases. Once operational, determine how noise levels will be monitored and enforced per the City of Houston Noise Abatement Ordinance. Employee safety measures for noise should also be addressed.

**Vibration:** Conduct a vibration assessment, determine impacts and propose mitigation measures.
Surface Water Quality Impacts: Conduct an assessment to determine impacts to surface waters as a result of construction activities. Determine mitigation/inspection measures to insure MS4 permit compliance as well as compliance with General Permit TXR 150000.

Groundwater Quality Assessment: Conduct a groundwater quality assessment and propose mitigation factors if necessary.

Historical Contamination: The draft EIS should include a contaminant screening methodology during the construction phase and a delineation/remediation plan to address the contaminant extent and proper contaminated soils removal and disposal. Employee safety measures should also be included.

Ecosystems: Identify threatened or endangered vegetative species or wildlife. Identify impacts to environmental receptors during construction and operational phase. Identify mitigation measures.

Emergency Response/Evacuation Plans: Identify integration of the University Corridor Project with the City/County emergency response and evacuation plans and procedures, including animals. Evaluate consistency of the University Corridor Project with the overall City/County emergency response and evacuation plans and procedures.

If you have any questions or need additional information regarding this matter, please contact Bob Allen at 713-740-8720.

Sincerely,

B.Z. Karachiwala, Director
Environmental Public Health Division

cc: Herminia Palacio, M.D., M.P.H., Executive Director,
   Harris County Public Health and Environmental Services

www.harriscountyhealth.com
July 18, 2006

Miki Milovanovic  
Capital & Environmental Planning  
Metropolitan Transit Authority  
P. O. Box 61429  
Houston, TX  77208-1429

Re: Project review under Section 106 of the National Historic Preservation Act of 1966, Scoping Meeting for the Proposed University Corridor EIS, Surveys Needed (FTA/Houston METRO)

Dear Mr. Milovanovic:

Thank you for your correspondence concerning the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

We could not attend the June 28, 2006 scoping meeting and we have no specific comments at this time, but we anticipate that METRO will be performing a cultural resource survey for the “Build Alternatives” and we look forward to review coordination concerning the specifics of those investigations. Additionally, please insure that in depth historic archival research is performed in association with any and all cultural resource surveys.

Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. If you have any questions please contact Mark H. Denton of our staff, at (512) 463-5711.

Sincerely,

[Signature]

for  
F. Lawerence Oaks  
Executive Director  
Texas Historical Commission

LO/MHD
Ms. Rhonda Boyer  
Metropolitan Transit Authority of Harris County  
1900 Main Street  
P.O. Box 61429  
Houston, Texas 77208-1429

RE: Agency Comments on the University Corridor Scoping Process

Dear Ms. Boyer:

Thank you for providing the opportunity to comment on the University Corridor Draft Environmental Impact Statement (DEIS) Scoping process. Many of the important issues for consideration have been noted from previous public scoping meetings. From the Metropolitan Planning Organization (MPO) perspective the important issues are outlined below:

- A traffic management plan should be developed to mitigate construction impacts.
- Roadway and transit operating plans should be developed to mitigate the potential conflicts with light rail vehicles, automobiles, trucks and pedestrians in mixed flow traffic at grade.
- Land use impacts should be examined to identify both right of way impacts on existing land uses and economic development opportunities. Does METRO envision the need for a detailed corridor level assessment of land use impacts similar to the effort that was used for the South Main corridor?
- An ongoing public participation and involvement plan is needed. Corridor plans will continue to evolve after selection of the Locally Preferred Alternative (LPA). The businesses and residents in the corridor will also change over time. Therefore, continuing dialog with both will reduce the likelihood of future conflicts.
- The identification of an LPA is needed by December 2006 for the 2035 Regional Transportation Plan (RTP) now under development. After December, absence of an LPA will delay final adoption and federal approval of the 2035 RTP.
- Identification of roadway or pedestrian improvements for access to and from proposed transit stations is also needed to insure consistency with the RTP.
The development of two-way managed lanes in the Southwest Freeway is included in the 2025 RTP consistent with the METRO Solutions plan. How will this improvement be considered, if at all, in this environmental determination?

A schedule of briefings to be presented to the H-GAC Technical Advisory Committee (TAC) and the Transportation Policy Council (TPC) would be helpful to ensure their timely consideration of a preferred alternative.

Please contact my office if you have any questions about the issues outlined above and also to let us know how we can assist your efforts.

Sincerely,

[Signature]

Alan C. Clark.
MPO Director

cc: Ashby Johnson

ACC/kh
July 28, 2006

Mrs. Rhonda Boyer
Metropolitan Transit Authority of Harris County (METRO)
Manager of Environmental Planning
1900 Main Street, 12th Floor
Houston, Texas 77002

Re: Agency Input for University Corridor Environmental Impact Statements for METRO Solutions, Phase 2

Dear Mrs. Boyer:

The City of Houston recognizes the importance of the Federal Transit Administration (FTA) process and looks forward to reviewing the completed Draft Environmental Impact Statement (DEIS) that adheres to the requirements of the FTA Policies and Procedures.

As requested in the METRO letter (dated May 25, 2006) the City of Houston is providing the following input as areas of interest during the University Corridor Environmental Impact Statement for METRO Solutions, Phase 2.

Critical elements of importance to the City for consideration during the University Corridor DEIS have been identified in the Consent Agreement drafted by the City of Houston, Department of Public Works and Engineering. Additionally, the City of Houston requests that the point paper by Council Members Holm, Edwards, and Clutterbuck on the Criteria for Light Rail Transit Construction in the Proposed University Corridor (enclosure 1), as well as the items identified by our Deputy Director for Traffic and Transportation (enclosure 2), be reviewed and addressed by the DEIS.

Further, the METRO funded City of Houston Urban Corridor Plan will need to be taken into consideration to ensure that the construction of the University Corridor integrates the goals and objectives set by this city-wide plan.

If you have any questions or require further information regarding the above matters, please contact me at (713) 837-0540 or Mr. Daniel Menendez, COH Transit Coordinator at (713) 837-0169.

Sincerely,

[Signature]

Daniel W. Krueger, P.E.
Deputy Director
Engineering and Construction

DWK.drm

c: Michael S. Marcotte, P.E., DEE

2 Enclosures
1. Criteria for Light Rail Transit Construction in the Proposed University Corridor (dated June 6, 2006)
City of Houston
Anne Clutterbuck
Council Member District C

Ada Edwards
Council Member District D

Pam Holm
Council Member District G

June 7, 2006

City of Houston
901 Bagby
Houston, Texas 77002

President Frank Wilson
METRO
1900 Main St.
P.O. Box 61429
Houston, TX 77208-1429

Metro Chairman David Wolff
METRO
1900 Main St.
P.O. Box 61429
Houston, TX 77208-1429

Dear Mayor, Mr. Wolff, and Mr. Wilson,

Over the past several months as District C, D, and G Council Members, we have participated in many public and individual meetings listening to citizens’ concerns regarding the proposed University Corridor.

From these meetings, we have heard several messages consistent among the diverse communities across the corridor and have gathered criteria based on the public dialogue gained from the meetings. Throughout the culmination of this transit system planning, the public has consistently approached Metro to submit ideas. In the many public meetings there were two distinct positions, either for or against the line, but the overarching consensus from the public linking both opinions was a third position recognizing Houston’s need for transportation options achieved through a clear and objective process that studies the routes and environmental impacts of the proposed light rail line affecting these communities.

As their elected representatives, we have heard what the citizens have tried to communicate through the many individual and public meetings we have facilitated and with this letter we are presenting and support the following elements citizens want applied to the proposed line including:
1) City facilitated planning and development;
2) Protection and enhancement of residential neighborhoods, local businesses and institutions;
3) Protection and enhancement of community mobility; and
4) Properly managed construction activities.

The City should take an active role in the planning and development of this project. Many residents continue to express their confidence in you, Mayor, to work closely with the Council Members representing these communities, the Department of Planning & Development and the Department of Public Works & Engineering to assure a transit system that would affect city infrastructure used by citizens and maintained by taxpayers, is executed in the best interest of the City today, yet flexible enough to be adaptable to future transportation, mobility and community needs.

Respect for neighborhood character is a high priority of many of the citizens that participated in the public meetings. Maintaining trees, landscaped medians, and sidewalks are important to residents’ pedestrian mobility as well as preservation of the integrity of the neighborhood. Communities have also requested any transit facilities or street designs that may be planned are sensitive to the atmosphere of the neighborhood.

ENCL 1 (1 of 3)
The established businesses, organizations and institutions along the proposed corridor are also a priority of the communities that will be affected by a transit system. Business owners request access to their locations be maintained both during construction and after installation of a transit system. Business owners want to work with contractors to ensure temporary access routes during construction have the proper signs in place to direct traffic.

In regards to mobility, coordination of a transit system with existing pedestrian behavior, traffic patterns, and signals is a top citizen priority as well. Maintaining or increasing the number of lanes and turning lanes so that mobility is improved rather than compromised is also a concern for the growing Houston population.

Well-managed construction is an element citizens want Metro to be conscious of as well. Citizens have expressed concerns about right-of-way procurement, requesting phased construction in segments, construction activity communication of planned disruptions of utilities and access, and the most basic practice of keeping sites clean and orderly throughout the construction process.

As District Council Members, we agree the neighborhoods and businesses must be a part of this process. Most of all, neighborhoods and businesses desire honest and transparent communication of the Metro Solutions plan and an opportunity to have these criteria truly adapted to fit within the prescribed local and federal process. The comments we have gathered from the many public meetings and individual meetings between citizens and Metro represent many diverse perspectives, but remain consistent in advocating for a clear and objective process. These messages are consistent and unmistakable and deserve to have weighted significance as part of the final route decision. This is a high priority for our offices as we continue to work towards a transit system that truly serves the public and meets our transportation and mobility needs.

We will continue to be advocates of the diverse concerns our District citizens have expressed through public comment. We remain committed to a well-planned transit system promoting the preservation of the quality of life, mobility, and public safety for the neighborhoods and businesses within Districts C, D and G along the proposed University Corridor.

Sincerely,

Anne Clutterbuck
Council Member Anne Clutterbuck, District C

Ada Edwards
Council Member Ada Edwards, District D

Pam Holm
Council Member Pam Holm, District G

Enclosures: 1 Criteria for Light Rail Transit Construction in the Proposed University Corridor
Criteria for Light Rail Transit Construction
in the proposed University Corridor

In April and May 2006, public meetings hosted by Council Members Clutterbuck, Edwards, and Holm, were held to seek community input on the proposed Metro light rail University Corridor. Across the corridor the public expressed several consistent ideas at each forum urging objective criteria for the selection of the line. The following criteria are also consistent with existing standards for neighborhoods and businesses within Districts C, D, and G:

1. Protect and enhance residential neighborhoods along corridor.
   - Enhance quality of place; e.g. respect for neighborhood character, trees, landscaping and sidewalks. Maintain or improve landscaped medians.
   - Ensure that transit facilities and street designs are sensitive to surrounding current and future neighborhoods.
   - Provide mitigating improvements to areas that are negatively impacted by transit facilities and operations.

2. Protect and enhance local businesses and institutions.
   - Maintain access to businesses and institutions in design of streets and transit facilities.
   - Ensure that temporary access routes are well and properly signed.
   - Provide mitigating improvements to areas that are negatively impacted by transit improvements and operations sensitive to character of surrounding areas.

3. Protect and enhance community mobility.
   - Maintain or increase the number of moving lanes on major streets.
   - Maintain or improve level of service of all intersections.
   - Coordinate pedestrian, transit & vehicular signal operations—as opposed to signal preemption—in order to enhance overall mobility
   - Maintain access to neighborhoods, businesses and institutions.
   - Maintain number and length of turning lanes with medians wherever possible.
   - Procure sufficient R.O.W. to accommodate all street functions including transit, vehicles, pedestrians, and landscaped areas.
   - Review and approval by the City of Houston Director of Public Works & Engineering of all traffic and mobility plans—temporary construction and permanent impacts.

4. Properly manage construction activities.
   - Rebuild entire streets and sidewalks.
   - Phase construction in 2,000-ft. segments reaching completion before moving to the next segment.
   - Review and approval by the City of Houston Director of Public Works & Engineering of all street and utility designs and construction scheduling.
   - Minimize impacts with flexible daily construction work periods.
   - Utilize a partnership of resources to communicate construction activities well in advance to affected parties.
   - Communicate planned interruption of utilities and access in advance to affected properties.
   - Keep construction areas clean and orderly.

ENCL 1 (3/3)
To: Daniel Menendez  
Transit Coordinator

From: Deputy Director  
Traffic and Transportation Division

Date: July 25, 2006

Subject: UNIVERSITY CORRIDOR  
DRAFT ENVIRONMENTAL IMPACT  
STATEMENT/SCOPING

The Traffic and Transportation Division offers the following comments for University Corridor DEIS.

1. Traffic safety of the line is a major concern. Enforcement and education for the general public. Use lessons learned from Main Street Red Line. Left turn prohibition is widely used for the Main Street corridor. What is the pedestrian plan for this corridor?

2. Intermodal Facility-How will facility operate? How will this Intermodal Facility be made attractive enough to encourage the driver to change erratic behavior?

3. What are the ridership projections for the University Corridor line?

4. Where will line end? The reversible lane on Alabama put in place for the Spur 527 construction may be impacted by this University Corridor.

5. Traffic signal operations along the University Corridor are a major concern for the City, basically balancing transit vs. arterial progression.

6. How will the City’s roadway system capacity be impacted? How many lanes will be left for vehicles and where will existing traffic go?

7. What will roadway cross section look like?

8. Transit priority-resolve issue with transit priority software system.

9. Construction staging impacts to businesses and neighborhoods. Traffic control, detours, preserving continuous operation to neighborhoods and businesses are concerns as well.

10. Parking impacts for both during construction and operation phases.

ENCL 2 (102)
11. Access management for businesses along corridor.

12. Pedestrian and bikeway connectivity to aid in ridership.

13. How will final alignment be decided?

14. Coordination of efforts with CIP projects that may occur along corridor during construction phase.

Thank you.

Raymond D. Chong, P.E., PTOE

RDC : mm

c: Jeffrey Weatherford, P.E., Traffic and Transportation Division
   David Worley, P.E., Traffic and Transportation Division
   Katherine Parker, Traffic and Transportation Division
August 31, 2006

Dear Mr. Chino:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston – Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI

Enclosures
August 31, 2006

Dear Mr. Yargee:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston – Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI
Enclosures
August 31, 2006

Mr. Andele Worthington
BIA-Anadarko
P.O. Box 309
Anadarko, OK 73005

RE: METRO Solutions - University Corridor, Houston, Harris County, Texas
Draft Environmental Impact Statement (DEIS)

Dear Mr. Worthington:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston - Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston - Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

Enclosures
RE: METRO Solutions - University Corridor, Houston, Harris County, Texas Draft Environmental Impact Statement (DEIS)

Dear Mr. Tselee:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston - Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston - Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI

Enclosures
August 31, 2006

Mr. Ronnie Thomas  
Chairperson  
Alabama-Coushatta Tribe of Texas  
575 State Park Rd 56  
Livingston, TX 77351

RE: METRO Solutions - University Corridor, Houston, Harris County, Texas  
Draft Environmental Impact Statement (DEIS)

Dear Mr. Thomas:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston - Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston - Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer  
Manager, Environmental Planning

cc: John Sweek, FTA Region VI  
Enclosures
August 31, 2006

Ms. LaRue Parker
Chairperson
Caddo Nation of Oklahoma
P.O. Box 487
Binger, OK 73009

RE: METRO Solutions - University Corridor, Houston, Harris County, Texas
Draft Environmental Impact Statement (DEIS)

Dear Ms. Parker:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston – Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI
Enclosures
August 31, 2006

Mr. Fred Nahwooksy
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

RE: METRO Solutions - University Corridor, Houston, Harris County, Texas
Draft Environmental Impact Statement (DEIS)

Dear Mr. Nahwooksy:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston - Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston - Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI

Enclosures
President & Chief Executive Officer
Frank J. Wilson

Mr. Billy Evans Horse
Chairperson
Kiowa Indian Tribe of Oklahoma
P.O. Box 369
Carnegie, OK 73015

RE: METRO Solutions - University Corridor, Houston, Harris County, Texas
Draft Environmental Impact Statement (DEIS)

Dear Mr. Evans Horse:

On May 22, 2006 a Notice of Intent (NOI) was published in the Federal Register and in local publications, announcing the intent of the Metropolitan Transit Authority of Harris County (METRO), on behalf of the Federal Transit Administration (FTA), to prepare an Environmental Impact Statement for the University Corridor project. The University Corridor study area, which is within Houston city limits, is defined as beginning at the University of Houston - Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas (see attached map).

The FTA has given METRO delegation to initiate Section 106 Consultation on its behalf for this proposed project. This delegation does not extend to making determinations of effects or to resolving adverse effects through an agreement document. FTA remains responsible for these determinations and any agreement that may be necessary. METRO respectfully requests your input and any comments pertaining to traditional religious and cultural importance and/or potential historical resources and any specific issues or concerns within the study area. We are also requesting guidance on the area of potential effects that should be addressed in the DEIS in terms of secondary and cumulative impacts for these resources.

We would like to incorporate your input in the Environmental Impact Statement. Your attention regarding this matter is greatly appreciated. If you need any additional information, or if you have any questions regarding this project, please call me at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager, Environmental Planning

cc: John Sweek, FTA Region VI
Enclosures
September 25, 2006

Rhonda Boyer, Manager, Environmental Planning
Metropolitan Transit Authority
1900 Main
PO Box 61429
Houston, Texas 77208-1429

Re: METRO Solutions – University Corridor, Houston, Harris County, Texas
Draft Environmental Impact Statement (DEIS)

Dear Ms. Boyer:

Thank you for your letter of August 31st regarding the Environmental Impact Statement as referenced above.

At this time, the Comanche Nation has no immediate concerns or issues regarding the project; however, please keep us informed of the project’s progress. We look forward to reviewing any additional reports and any other information regarding the project.

If in the process of the project human remains or archaeological items are discovered, we request that you immediately cease the project work and notify us so that we may discuss appropriate disposition with you and the other Tribal Nations that may be affected by such discoveries.

We look forward to your reports as activities proceed.

Sincerely,

Ruth Toahi, NAGPRA Coordinator
Evaluation Section

SUBJECT: METRO Light Rail Transit, University Corridor, Scoping Information Package; Determination D-18816(01)

Metropolitan Transit Authority
Attn: Miki Milovanovic
Post Office Box 61429
Houston, Texas 77206-1429

Dear Mr. Milovanovic:

This is in reference to your June 22, 2006 invitation to attend an agency scoping meeting and to participate in the review of your Scoping Information Package. The scoping is to identify concerns in evaluating a light rail transit from the University of Houston-Central Campus to the US 59 and I-610 intersection, in Harris County, Texas.

The Corps of Engineers regulates the work or structures in navigable waters of the U.S. under Section 10 of the Rivers and Harbors Act of 1899 and the discharge of fill material into waters of the U.S. under Section 404 of the Clean Water Act.

After review of the proposed corridor, there appear to be several unnamed tributaries identified on the USGS topography maps that may be determined to be jurisdictional waters of the U.S. Any discharge of fill material into a jurisdictional water of the U.S. will require a Department of Army Permit.

A crossing of a water of the U.S. along the University Corridor may be authorized under Nationwide Permit 14 for linear transportation crossings and/or Nationwide 33 for temporary construction access.

If you have any questions concerning this matter, please contact Ryan Fordyce at the letterhead address or by telephone at (409) 766-3114. Please reference the above determination numbers in any future correspondence pertaining to this project.

Sincerely,

Bruce H. Bennett
Leader, North Evaluation Unit
October 17, 2006

Ms. Hanna Vaughan
Texas Historical Commission
1511 Colorado Street
Austin, Texas 78701

Re: Request for APE coordination under the Texas Antiquities Code and Section 106 of the National Historic Preservation Act of 1966, as amended, for the Metropolitan Transit Authority of Harris County, Texas, “University Corridor Project”

Dear Ms. Vaughan:

Metropolitan Transit Authority (METRO) of Harris County, Texas requests coordination from the Texas Historical Commission (THC) for an undertaking that is governed by the Texas Antiquities Code and Section 106 of the National Historic Preservation Act of 1966, as amended. The Federal Transit Administration (FTA) has delegated to METRO the responsibility for carrying out its responsibilities under Section 106 of the National Historic Preservation Act of 1966. Preliminary cultural resources studies conducted during the background research for the above referenced project have indicated that the proposed project has the potential to impact National Register of Historic Places (NRHP) listed or eligible resources under Section 106. METRO will also identify and work with Consulting Parties pursuant to 36 CFR 800.3.

The project area covers a 10-mile corridor near downtown Houston, from the University of Houston to the Uptown/Galleria area. For the purpose of these coordination efforts the current project area is bound by Calhoun Street on the east, Chimney Rock Road on the west, Westheimer Road on the north and Bissonnet Road on the south (Exhibit 1). As this project is in the development stage, minor project area boundary changes may occur. The THC will be apprised of these changes. This letter presents a description of the proposed undertaking, identification of historic-age resources near the location of the proposed undertaking, and a request for concurrence on a proposed area of potential effects.

Description of Undertaking
The 10-mile project area is characterized by fairly dense residential and commercial development. The master plan for the development of the area is being produced with input from the community and other interested parties. The project is to provide public transportation improvements (light rail) in the project corridor.

The specific undertaking addressed in this letter is to provide a transit connection of major population, employment, and entertainment centers, including Downtown Houston, Uptown/Galleria, and Greenway Plaza. This transit improvement would provide a high capacity transit alternative to the automobile traffic congestion in the corridor.

Background Information
The project area west of Main Street includes residential neighborhoods dating from the early 20th century, retail commercial development and office commercial developments. The southern alternative alignment and crossover alternatives closely relate to the U.S. 59 Southwest Freeway and associated industrial/
commercial/residential development. A search in the Texas Historic Sites Atlas (THSA) by map address showed neighborhood survey sites at numerous locations along Richmond Avenue between Kirby and Main Streets, indicating the potential for historic resources requiring survey.

The project area located southeast of downtown Houston and known as Third Ward, was one of the earlier African-American communities formed after the emancipation of slaves on June 19, 1865. Although primarily a residential area, businesses and institutions also developed here. It is the home of Texas Southern University, the first state-supported institution in the City of Houston and the first to house a law school for African-Americans (http://www.tsu.edu/about/history/). Four other institutes of higher learning, Rice University (1912), the University of Houston – central campus (1927), St. Thomas University (1945), and the Houston Community College – central campus (1971) are also located in this project area. Another institution to develop in this area is the Houston Negro Hospital. Officially opened in July 1926, it was the first nonprofit hospital for African-American patients in Houston and allowed admitting privileges for African-American doctors. Closely related to the hospital was the Houston Negro School of Nursing, which opened in 1931, but closed by 1935 due to the lack in the number of patients (TSHA). Emancipation Park is also located in the project area and is one of the city's earliest parks. Donated in 1872 by prominent African-American civic leader, the Reverend Jack Yates and other former enslaved people, it was purchased as a site for Juneteenth celebrations and is still in use today (http://www.soulofamerica.com/cityfldr2/houston4.html).

**Historic Resources**

The Texas Historic Sites Atlas (THSA) was consulted, as well as the National Register of Historic Places (NRHP), to determine if any buildings, structures, objects, or state historic markers lie within or near the APE. Three buildings within the APE are listed in the NRHP are enumerated in Table 1 and are shown in relationship to the current project area in Exhibit 2.

**Table 1**

Previously Documented Historic-Age Resources Within the Proposed APE

<table>
<thead>
<tr>
<th>Map Key</th>
<th>Address</th>
<th>Name and Date of Construction</th>
<th>NRHP Significance</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>3204 Ennis Street</td>
<td>Houston Negro Hospital, built 1926</td>
<td>Eligible for NRHP</td>
<td>Listed on NRHP 12/27/1982</td>
</tr>
<tr>
<td>2</td>
<td>Holman Avenue and Ennis Street</td>
<td>Houston Negro Hospital School of Nursing Building, built 1931</td>
<td>Eligible for NRHP</td>
<td>Listed on NRHP 12/27/1982</td>
</tr>
<tr>
<td>3</td>
<td>4515 Yoakum Boulevard</td>
<td>Sterling-Berry House</td>
<td>Eligible for NRHP</td>
<td>Listed on NRHP 07/14/1983</td>
</tr>
<tr>
<td>4</td>
<td>615 W. Alabama</td>
<td>The Blue Bird Circle, built 1949</td>
<td>N/A</td>
<td>THC Marker No. 12492</td>
</tr>
</tbody>
</table>

**Recommendations for Historic Architectural Resources Investigations**

It is proposed that a reconnaissance-level survey of historic-age resources be performed for the proposed METRO project. The recommended APE for the reconnaissance survey along the 10-mile project area will include adjacent parcels of at-grade project activities, parcels within 200 feet of grade-separated locations, and one block in all directions surrounding station locations. This will allow project architectural historians to document any historic-age resources that could be affected by the undertaking. Due to the nature of the undertaking, this APE will take into account potential visual impacts. An architectural historian meeting the Secretary of Interior’s qualifications will perform the reconnaissance survey. The survey will include, but is not limited to, the following information:

- Project description;
- Project area background and historic context;
- Previously documented historic-age resources within and immediately adjacent to the APE;
- Documentation of each historic-age resource within the APE; including
Ms. Hanna Vaughan  
October 17, 2006  
Page 3

- Address or location,  
- Historic and current name, if any,  
- Date of construction,  
- Style,  
- Historic and current use,  
- Property type and subtype,  
- Preliminary NRHP eligibility recommendations,  
- Condition, and  
- Digital photographs (minimum of two views) of each historic-age resource; and  

- Summary and Recommendations.

To assist the SHPO in determining the existence of undocumented potential historic districts that may include those properties in the APE, the historical resources investigation will also:

- Examine available documentation for historical resources in the adjacent neighborhoods.
- Perform cursory “windshield” inspections of adjacent neighborhoods to determine potential likelihood of National Register eligible districts and estimate the probable boundaries of such districts.
- Develop a probability statement of historical significance and period of historical significance for each potentially eligible district.
- Include representative streetscape photos to characterize each potentially eligible district.

A draft report will be submitted to the THC for comment. Upon receipt of these comments, a final report will be drafted and sent to the THC.

Archaeological Resources  
Potential archaeological resources are currently being coordinated with the Archeology Division of the THC under separate cover.

Request for Concurrence  
METRO respectfully requests the concurrence of the THC for the proposed project APE as described above and concurrence for the proposed survey and report methodology. If the undertaking is altered such that it has the potential to affect the adjacent historic-age resources either physically, or by changing the setting in ways not covered by this coordination letter, METRO will not proceed with their undertaking until additional review and clearance by the THC has been completed.

Sincerely,
Metropolitan Transit Authority

Rhonda Boyer
Manager of Environmental Planning

Enclosures

cc: Susan Lassell, Hicks & Company
References

City of Houston

Soul of America

Texas Historic Sites Atlas (THSA)
November 16, 2006

Rhonda Boyer
Manager, Environmental Planning/ METRO
1900 Main
Houston, TX 77208

Re: APE coordination under the Texas Antiquities Code and Section 106 of the National Preservation Act of 1966: Metropolitan Transit Authority, Harris Co. TX, "University corridor Project"

Dear Ms. Boyer,

Thank you for your correspondence regarding the above referenced project. The Texas Historical Commission History Programs Staff, led by Hannah Vaughan, has reviewed your letter regarding the above reference project. We concur with your proposed Area of Potential Effect (APE): adjacent parcels of at-grade project activities and parcels within 200 feet of grade-separated locations for the project corridor and a block in all directions of for station locations (including park and ride or other associated uses). We also concur with your recommendations for historic architectural resources investigations.

If you have any questions, or we may be of further assistance, please contact: Hannah Vaughan at hannah.vaughan@thc.state.tx.us or 512/463-6046.

Sincerely,

[Signature]

Hannah Vaughan
Historian
March 7, 2007

David C. Weston
Commander
U.S. Army Corps of Engineers, Galveston District
2000 Fort Point Road
Galveston, TX 77550

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Commander Weston:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential Section 404 permitting requirements; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

Patrick Bauer
District Engineer
Federal Highway Administration, Texas Division
300 East 8th Street, Rm 826
Austin, Texas 78701

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Bauer:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impact to US 59 S; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

Gary Trietsch, P.E.
District Engineer
Texas Department of Transportation
7721 Washington Avenue
Houston, TX 77007

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Trietsch:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impacts to US 59 S; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Package

cc: John Sweek, FTA
Mr. Donald Fairley  
Federal Emergency Management Agency  
FRC 800 North Loop 288  
Denton, TX 76209-3698

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Fairley:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential drainage and flooding concerns; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments:  Draft Purpose and Need for the Proposed Action
              Draft Coordination Plan
              Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

Diane DeWare Bumpas  
Texas Historical Commission  
1511 Colorado  
Austin, TX 78701

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Ms. Bumpas:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impacts to historic and archeological resources; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:


- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

Mike Talbott
Director
Harris County Flood Control District
9900 Northwest Freeway
Houston, TX 77092

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Talbott:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential drainage concerns; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
Margie McAllister  
Mobile Source Division (MC206)  
Texas Commission on Environmental Quality  
12100 Park 35 Circle  
Austin, TX 78753

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Ms. McAllister:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impacts to air quality; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments:  Draft Purpose and Need for the Proposed Action
                           Draft Coordination Plan
                           Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

The Honorable Ed Emmett
County Judge
Harris County
1001 Preston, Suite 911
Houston, TX 77002

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Judge Emmett:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential social impacts and drainage concerns; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments:  Draft Purpose and Need for the Proposed Action
               Draft Coordination Plan
               Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

Alan Clark
Director of Transportation
Houston-Galveston Area Council
3555 Timmons Lane, Suite 500
Houston, TX 77027

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Clark:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impacts to air quality and secondary and cumulative effects of the proposed action; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments: Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
March 7, 2007

David Visney
Regional Manager
Federal Railroad Administration
4100 International Plaza, Suite 450
Fort Worth, TX 76109-4820

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Visney:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential impacts to the Union Pacific Railroad as it crosses Richmond Avenue and Westpark Street; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:
- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
  - Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
  - Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you wish to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer
Manager of Environmental Planning

Attachments:  Draft Purpose and Need for the Proposed Action
                  Draft Coordination Plan
                  Draft Alternatives Considered

cc:    John Sweek, FTA
March 7, 2007

Richard Greene
Regional Administrator
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue
Suite 1200
Dallas, Texas 75202

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Greene:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential environmental impacts associated with the proposed action; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.
March 7, 2007

Richard Greene
Regional Administrator
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue
Suite 1200
Dallas, Texas 75202

Re: Invitation to Participate in the Environmental Review Process for University Corridor Fixed Guideway Project

Dear Mr. Greene:

The Federal Transit Administration (FTA), in cooperation with the Metropolitan Transit Authority of Harris County (METRO) has initiated the preparation of an Environmental Impact Statement for the proposed University Corridor Fixed Guideway Project. The proposed project is the implementation of high capacity transit service in the form of guided rapid transit (GRT) within the University Corridor which extends approximately 10 miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Texas. The purpose of the project, as currently defined, is to provide a high capacity transit connection to major population, employment, and entertainment centers such as Downtown Houston, Uptown/Galleria, Greenway Plaza, University of Houston, Texas Southern University, Houston Community College, and the University of St. Thomas. The proposed transit improvement would also provide a high capacity transit alternative to the automobile traffic congestion in the corridor. The enclosed draft Purpose and Need for the Proposed Action provides more details. A preliminary coordination plan and description of alternatives considered are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because of potential environmental impacts associated with the proposed action; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.
Mr. Richard Greene  
March 8, 2007  
Page 2

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency’s area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to decline to become a participating agency, you must decline this invitation in writing. The declination may be transmitted electronically to Rhonda Boyer at rb15@ridemetro.org or mail to 1900 Main Street, Houston, TX 77002; please include the title of the official responding. Written responses declining designation as participating agencies should be transmitted to this office not later than March 23, 2007.

If you have questions regarding this invitation, please contact Rhonda Boyer at (713) 739-6836.

Sincerely,

Rhonda Boyer  
Manager of Environmental Planning

Attachments:  
Draft Purpose and Need for the Proposed Action
Draft Coordination Plan
Draft Alternatives Considered

cc: John Sweek, FTA
United States Department of the Interior

NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
PO Box 25287
Denver, Colorado 80225-0287

Rhonda Boyer
1900 Main St.
P.O. Box 61429
Houston, TX 77208-1429

Dear Ms. Boyer,

Thank you for the invitation to be a participating agency on the Metropolitan Houston University Corridor Major Transit Improvements project. The National Park Service respectfully declines to be a participating agency because no National Park Service units are expected to be affected.

Sincerely,

Michael D. Snyder
Regional Director,
Intermountain Region
March 20, 2007

Ms. Rhonda Boyer
Manager of Environmental Planning
Metropolitan Transit Authority
1900 Main
Houston, Texas 77208-1429

Dear Ms. Boyer:

I am in receipt of your invitation to participate in the environmental review process for the University Corridor Fixed Guideway Project. The Texas Department of Transportation will actively participate in this endeavor.

If you should have any questions concerning this matter, please contact Mr. Delvin L. Dennis, P.E., Deputy District Engineer, at (713) 802-5011.

Sincerely,

Gary K. Trietsch, P.E.
District Engineer
Houston District

cc: Mr. Delvin Dennis, P.E.
March 23, 2007

Rhonda Boyer  
Manager of Environmental Planning  
Metropolitan Transit Authority  
1900 Main Street  
Houston, Texas 77002

Dear Ms. Boyer:

This responds to your March 7, 2007 invitation to Jonathan Cleason, U.S. Department of the Interior, to participate in the Environmental Review Process for the University Corridor Fixed Guideway Project. The proposed project is a high capacity, guided rapid transit system extending approximately ten miles from the vicinity of the UH-Central Campus to the Hillcroft Transit Center in Houston, Harris County, Texas.

The U.S. Fish and Wildlife Service declines your invitation to become a participating agency, as no fish and wildlife refuges or dedicated wetland areas will be impacted by the proposed project. The proposed project will be located within existing street right-of-way in a highly urbanized area.

If you have any questions, or if we can be of further assistance, please contact Edith Erfling at 281/286-8282.

Sincerely,

Stephen D. Parris  
Field Supervisor, Clear Lake ES Field Office
Harris County
University Corridor Fixed Guideway Project

Ms. Rhonda Boyer
Manager of Environmental Planning
Metropolitan Transit Authority
1900 Main
P.O. Box 61429
Houston, Texas 77208-1429

Dear Ms. Boyer:

We are in receipt of your March 7, 2007, letter inviting the Federal Highway Administration (FHWA) to be a participating agency during the development of an Environmental Impact Statement (EIS) for the proposed University Corridor Fixed Guideway Project. The proposed project has potential impacts to US 59 which is designated as a Federal-aid Highway. Therefore, the FHWA has significant interest in the proposed project.

In accordance with 23 CFR 810 Subpart C, Making Highway Rights-of-Way Available for Mass Transit Projects, there are regulations in place that govern the use of publicly acquired rights-of-way of any Federal-aid highway for a rail or other nonhighway public mass transit facility. The regulations essentially require the publicly-owned mass transit authority to submit an application to the State highway agency. After reviewing the application, the State highway agency may request the FHWA to authorize the State to make available the land needed for the proposed facility. The request shall be accompanied by evidence that utilization of the land will not impair future highway improvements or the safety of the highway users. Based on the criteria in 23 CFR 810.208, the FHWA may authorize the State to make available to the publicly-owned mass transit authority the land needed for the proposed facility.

Since the FHWA must authorize the use of any US 59 rights-of-way for rail or other non-highway use, we respectfully request to be a cooperating agency and a signature party to the proposed EIS. If we are not a signature party to the EIS, a separate environmental document
would have to be prepared and approved by FHWA prior to an approval of the use of the right-
of-way.

We look forward to working with you on the proposed project. If you have any questions or need any additional information please contact Mr. Donald Davis at (512) 536-5960. Also, please address future correspondence to Ms. Janice Brown, Division Administrator.

Sincerely yours,

[Signature]

Donald E. Davis
District Engineer

Cc: Gary K. Trietsch, District Engineer, TxDOT, Houston District
    Dianna Noble, Director, Environmental Affairs Division, TxDOT
    John Sweek, Community Planner, Federal Transit Administration
Region VI
Federal Insurance and Mitigation Administration

Public Notice Review

Re: Metropolitan Transit Authority
Houston, TX

☐ We offer the following comments:

Please contact the City of Houston Floodplain Administrator (phone number 713-837-7114) for a determination as to whether a Floodplain Development Permit is needed.

[Signature]
Reviewer

[4.24.07]
Date

If further information is required, please write to the address above or call (940) 898-5463.
May 8, 2007

Ms. Janice Brown
Division Administrator
U.S. Department of Transportation
Federal Highway Administration
Texas Division office
300 E. 8th St., Rm. 826
Austin, TX 78701

Re. University Corridor Fixed Guideway Project

Dear Ms. Brown:

We have reviewed your letter of April 4, 2007, regarding your request to the Metropolitan Transit Authority of Harris County (METRO) to be a cooperating agency and a signature party to the Draft Environmental Impact Statement (DEIS) for the subject project. We have also reviewed METRO’s response dated April 24, 2007.

METRO has acknowledged that multiple alignments interface with Federal Highway Administration (FHWA) funded facilities, particularly, US Highway 59, to varying degrees. METRO has also acknowledged that they are aware that the approval of both the Texas Department of Transportation (TxDOT) and FHWA are necessary to use right-of-way from a federal highway project.

As a result, FTA agrees that FHWA should be a cooperating agency and will request that METRO send you a copy of the administrative draft of the DEIS for your review and comment immediately. Please feel free to share the document with the TxDOT for their input, too. To help meet the streamlining goals for this project, we ask that you review the administrative draft concurrently with FTA. We expect to complete our review in approximately three weeks or no later than the week of June 4, 2007.

FTA does not agree that FHWA should be a signature party to the EIS. However, it is FTA’s goal that FHWA, like all stakeholders, will be able to rely on the document to satisfy all applicable environmental review requirements for any decision making responsibilities that FHWA may have in this regard. The University Corridor Fixed Guideway Project is a transit project. The FTA will nonetheless respectfully consider all of FHWA’s comments and ensure that METRO follows the requisite requirements of both TxDOT and FHWA.
If you have any questions regarding this letter, please contact Mr. John Sweek, Community Planner, at 817-978-0571.

Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator
May 9, 2007

METRO Solutions University Corridor
Harris County

Mr. Paul Derkowski, P.E.
Project Director
Metropolitan Transit Authority
P.O. Box 61429
Houston, TX 77208-1429

Dear Mr. Derkowski:

Your correspondence of April 27, 2007 forwarded, for our review, six alternative alignments for the above referenced corridor. We offer the following comments in reference to the environmental planning process in which METRO is currently engaged.

For Alternatives 11 & 12, 19 & 20, 33 & 34, 35 & 36 and 39 & 40, we note that the proposed University Corridor crosses under multiple highway corridors. These include SP 527, US 59, IH 610, SH 288 and SP 5. In addition, the proposed corridor overpasses US 59, west of Buffalo Speedway (Alternative 11 & 12) and at Cummins (Alternative 19 & 20). Conceptually, we agree that these routes be further developed so that METRO can more definitively determine the horizontal and vertical impacts to our facilities.

For the Alternative West Composite, we note that the proposed alignment, in part, absorbs the westbound outside shoulder of US 59 from Montrose to east of Kirby. Since the Federal Highway Administration (FHWA) must authorize the use of US 59 rights-of-way for rail or any other non-highway use, we will have to defer to the process as outlined in 23 CFR 810 Subpart C, Making Highway Rights-of-Way Available for Mass Transit Projects. Our stance, at this point, is that the proposed alignment utilizing the US 59 shoulder is unacceptable.
With regards to the remainder of the proposed alignment, further development by METRO will be needed to assess potential impacts to our facilities, namely, the overpass of US 59 east of Kirby, and the underpasses at IH 610 and US 59 at West Park.

If you should have any questions concerning this matter, please contact Mr. Delvin Dennis, P.E. at (713) 802-5011.

Sincerely,

Gary K. Trietsch, P.E.
District Engineer
Houston District

cc: Mr. Delvin L. Dennis, P.E.
Mr. Gabriel Y. Johnson, P.E.
Mr. Pat Henry, P.E.
Mr. F. Lawrence Oaks  
Executive Director  
Texas Historical Commission  
1511 Colorado Street  
Austin, Texas 78701  

RE: Request for review of draft report and determinations of eligibility under the Texas Antiquities Code and Section 106 of the National Historic Preservation Act of 1966, as amended, for the "University Corridor Project"

Dear Mr. Oaks:

Metropolitan Transit Authority (METRO) of Harris County, Texas requests review and determinations of eligibility from the Texas Historical Commission (THC) for an undertaking, known as the University Corridor Project, that is governed by the Texas Antiquities Code and Section 106 of the National Historic Preservation Act of 1966, as amended. METRO initiated coordination of this project in a letter dated October 17, 2006, requesting approval of an Area of Potential Effect (APE) (Boyer to Vaughan, October 17, 2006). This APE was approved on November 16, 2006 (Vaughan to Boyer, November 16, 2006).

In accordance with the methodology set out in the initial coordination letter referenced above, METRO has performed a reconnaissance survey of architectural and engineering resources in the approved University Corridor APE to identify any resources that may have potential to impact National Register of Historic Places (NRHP) listed or eligible resources in accordance with the Texas Antiquities Code. The results of the reconnaissance survey are presented in the enclosed draft report, entitled Historic Resources: Survey Report University Corridor Project, Metropolitan Transit Authority of Harris County, Texas.

Request for Determinations of Eligibility

METRO respectfully requests the review of the enclosed draft report and formal determinations of eligibility of the historic-age resources within the approved APE as described therein. Upon receipt of the THC’s comments and determinations, METRO will revise the report and distribute a final copy to the THC.

Sincerely,

Rhonda Boyer  
Manager of Environmental Planning

Enclosures
June 12, 2007

Rhonda Boyer
Environmental Planning
Metropolitan Transit Authority
PO Box 61429
Houston, Texas  77208-1429

Re: University Corridor Historic Resources Survey Report, Houston, Harris County, TX

Dear Ms. Boyer:

Thank you for your correspondence describing the above-referenced project. This letter serves as comment on the proposed undertaking from the Texas Historical Commission.

The History Programs review staff, led by Gregory Smith, has reviewed the materials you submitted, and we concur with the report regarding the National Register eligibility of properties within the project area. We recognize that the properties listed on page 19 of Volume I were determined eligible for listing in the National Register in 2006:

- Third Ward West Historic District, bounded by Gray, Scott, St. Emanuel and Alabama
- Third Ward East Historic District, bounded by I-45, Leek, Elgin, and Scott
- Third Ward North Historic District, bounded by Scott, Coyle, Leeland and Pease, Sampson and Roberts

Based upon the findings of your survey and site visits made by THC staff in the Spring of 2007, the following districts are also eligible for listing in the National Register:

- **Third Ward South Historic District**, bounded by Hutchins, Blodgett, Texas Southern University, the UPRR tracks, and Alabama. Eligible under Criteria A in the areas of Ethnic Heritage/Jewish, Ethnic Heritage/Black, and Community Planning and Development; eligible under Criterion C in the area of Architecture.

- **Richmond Modern Commercial Historic District**, on both sides of Richmond Avenue, between Buffalo Speedway and Eastside Street. Eligible under Criterion C, in the area of Architecture, as an intact example of a mid-twentieth-century commercial district designed according to the principles of International Style planning and design.

Based upon the findings of your survey and site visits made by THC staff in the Spring of 2007, we concur that the following properties are individually eligible under Criterion C in the area of Architecture:

- Southwestern Bell Telephone Building, 1308 Richmond Avenue
- Sandman Building, 2111-2115 Richmond Avenue
• HISD Contemporary Learning Center, 1906 Cleburne Street

No individual properties or districts within the surveyed areas other than those identified above appear to be eligible for listing in the National Register; no further review of this undertaking’s impact on non-eligible buildings, structures, or districts is required.

It is possible that buried cultural materials may be present in the project area. If such materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue in the project area where no cultural materials are present. Please contact the Texas Historical Commission’s Archeology Division (512/463-6096) to consult on further actions that may be necessary to protect the cultural remains.

The Texas Historical Commission appreciates the high-quality documentation carried out for this project, and commends both METRO and the survey consultants for completing a report that not only fulfills the requirements of Section 106, but will also serve as reference for future projects in Houston. We would very much appreciate an electronic copy of the survey report, especially an inventory table that could be sorted by address. If an electronic copy of the previous Third Ward survey inventory is available (for the east, west, and north districts), we would very much appreciate it if you could share a copy of it as well.

If you have any questions concerning this review or if we can be of further assistance, please contact Gregory Smith at (512) 463-6013. Thank you for your interest in preserving the rich heritage of Texas.

Sincerely,

[Signature]

for: F. Lawrence Oaks
Executive Director, Texas Historical Commission
This Page Intentionally Left Blank.
University Corridor
Environmental Impact Statement

Scoping Information Package

Prepared for:
Metropolitan Transit Authority of Harris County, Texas

Carter+Burgess

June 2006
Introduction
The Houston region has the seventh largest economy in the country and also ranks among the fastest growing. Strong growth in population and jobs strains the transportation infrastructure of the region making future mobility a major concern. The Houston-Galveston Area Council (H-GAC), the Texas Department of Transportation (TxDOT), the Metropolitan Transit Authority of Harris County (METRO), and other area transportation providers work closely together to address the growing concern for future mobility needs.

Within this multimodal planning framework, METRO’s long-term transit plan, METRO Solutions, offers transportation alternatives in major corridors throughout the region. The plan offers better connections, faster, shorter trips, and longer hours of service. METRO is undertaking multiple environmental and preliminary engineering studies in several corridors. METRO is initiating the preparation of an Environmental Impact Statement (EIS) for transit improvements in the University Corridor.

Project Study Area
The University Corridor study area is defined as beginning at the University of Houston – Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas.
What is Scoping?

The purpose of the scoping process is to determine the scope of the Environmental Impact Statement (EIS) to ensure that issues are identified early and properly studied. The end result of scoping is to ensure that the draft EIS produced for public review and comment is thorough and balanced. The scoping process should identify concerns of both the agencies and the affected public and should clearly define the environmental issues and alternatives to be examined in the EIS. If there are important environmental or social impacts that the public wants considered, the time to raise these issues is at the scoping meeting. If there are alternatives to be considered, the scoping meeting is the place to ask that they be analyzed. If there are concepts for minimizing environmental harm that the public would like to see evaluated, these alternatives should be raised at the scoping meeting. In this way, the EIS can be structured to better address public and agency concerns and help lead to better decisions in the end.

All reasonable alternatives and potentially significant project impacts are identified and examined early in the process.

This scoping process will be conducted by the Federal Transit Administration (FTA) and the Metropolitan Transit Authority of Harris County (METRO). The scoping process will include some or all of the following activities:

- Development of proposed alternatives and alignments for evaluation, and identification of environmental issues to be addressed.
- Public and agency scoping meetings to receive input to help refine proposed alternatives and identify potential environmental issues.
- Communications with affected local, regional, state, and federal agencies and other organizations regarding issues within their jurisdiction or concern.
- Careful consideration of written and oral comments made during the scoping comment period.
- Meetings with groups, organizations, and individuals to identify major project issues early in the process.
- Scoping Information Report describing the results of the scoping process, including comments received.
- Ongoing public and agency communication regarding the continued refinement of design alternatives.

The dates, times and locations of the public and agency scoping meetings are described in the “How To Get Involved” section (see page 4).

All earlier informational meetings are also part of the scoping process, and all input received from the public and agencies at these informational meetings will have the same consideration as those received during the formal scoping meetings. Additionally, written comments are encouraged from all interested parties and will be accepted by the project staff throughout the scoping comment period, which ends July 14, 2006. Any comments received after July 14, 2006 will be considered during the planning studies, but may not be included in the Scoping Information Report.
**Scoping Comment Opportunities**

**Public Involvement Program**

The public involvement program for the University Corridor includes a unique, well-planned outreach effort with a variety of public involvement tools and techniques to ensure that the diverse interest groups in the corridor have the opportunity to participate and provide input. In addition to the scoping meetings, public meetings will be held at various locations along the corridor at key milestones during this study, in order to provide information and to obtain input. Members of the study team will also be available to meet with the many established residential, community, and business organizations within the area to make presentations about the study and to hear about the issues that are important to stakeholders.

All comments that are received during the study process will be considered in the decision-making process.

**Study Schedule**

The following is an overview of the schedule for the studies. Meetings with stakeholders will be held during each phase of the studies.

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental Analysis</td>
<td>Summer/Fall 2006</td>
</tr>
<tr>
<td>Prepare Draft Environmental Impact Statement (DEIS)</td>
<td>Fall/Winter 2006</td>
</tr>
<tr>
<td>Public Hearing on DEIS</td>
<td>Spring 2007</td>
</tr>
<tr>
<td>Prepare Final Environmental Impact Statement</td>
<td>Late 2007</td>
</tr>
</tbody>
</table>

**How to Get Involved**

Public scoping meetings (in open house format) will be held during June 2006 to communicate information about the study and to seek input from the community. Please attend the meeting that is most convenient to you. More meetings will be scheduled later in the year as the studies progress.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 27, 2006</td>
<td>4:00 – 7:00 p.m.</td>
<td>Public Agency Scoping</td>
</tr>
<tr>
<td>June 28, 2006</td>
<td>2:00 – 4:00 p.m.</td>
<td>Public Agency Scoping</td>
</tr>
<tr>
<td>June 29, 2006</td>
<td>4:00 – 7:00 p.m.</td>
<td>Public Agency Scoping</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location 1</th>
<th>Location 2</th>
<th>Location 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Third Ward Multi-Service Center</td>
<td>Houston Galveston Area Council</td>
<td>Holiday Inn Express*</td>
</tr>
<tr>
<td>3611 Ennis Street</td>
<td>(H-GAC)</td>
<td>2712 S.W. Freeway</td>
</tr>
<tr>
<td>Houston, Texas 77004</td>
<td>3555 Timmons Lane, Suite 200</td>
<td>Houston, TX 77098</td>
</tr>
<tr>
<td></td>
<td>Houston, TX 77027</td>
<td></td>
</tr>
</tbody>
</table>

* Self-parking at the Holiday Inn Express paid by METRO (valet parking not included).
You can also obtain information and contact us about issues for the University Corridor planning study from the project website at www.ridemetro.org.

**Planning Process**
The University Corridor is being advanced in accordance with the project development process through which federal, state, and local officials plan and make decisions regarding transit and highway capital investments. The development process contains the following phases listed below.

2. Preliminary Engineering/Final Environmental Impact Statement
3. Final Design
4. Construction
5. Operation

In the first development phase, alternatives are evaluated based on planning, cost, community input and financial issues. At the conclusion of the DEIS, a public hearing will be held to take comments on the technical findings and recommendations. The METRO Board of Directors will select/adopt an Locally Preferred Alternative (LPA) in full consideration of public and agency input on the technical recommendation. The project is further refined and mitigation measures finalized during preliminary engineering and the development of Final EIS. Following receipt of environmental clearance from FTA, and funding commitments, the project would be advanced into final design, property acquisition (if required) and construction.

**Project Alternatives and Issues**

**Description of Corridor**
The University Corridor study area is defined as beginning at the University of Houston – Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, Uptown/Galleria, University of Houston – Central Campus, Texas Southern University, and St. Thomas University areas. The corridor is divided into two segments: the west, which extends from the METRORail Wheeler Station to Chimney Rock (approximately six miles), and the east, which extends from Wheeler Station to Calhoun Street by the University of Houston - Central Campus (approximately four miles).

From Calhoun Street to Chimney Rock, the corridor is characterized by fairly dense residential and commercial development. New development and redevelopment is occurring along the corridor and is expected to generate increases in travel demand. Two major employment centers, Uptown/Galleria and Greenway Plaza, will be directly served by improvements in the University corridor. Downtown and the Texas Medical Center may be reached by a light rail connection at the Wheeler station. The corridor...
will also provide direct service to four major universities: University of Houston – Central Campus, Texas Southern University, Houston Community College – Central Campus, and St. Thomas University.

METRO provides quality bus service throughout much of the corridor. Current local bus routes that operate in the University Corridor study area tend to be heavily utilized and represent a significant share of the regional daily local bus ridership. Express bus service is provided via the High Occupancy Vehicle (HOV) land on the Southwest Freeway HOV.

**Purpose & Need for Transportation Improvements**

Data gathering efforts and discussions with stakeholders to identify the transportation needs of the corridor are underway. A preliminary list of these transportation needs has been compiled and is included below to stimulate discussion throughout the scoping process.

Connecting major population, employment, and entertainment centers, including Downtown Houston, Uptown/Galleria, and Greenway Plaza, is a key purpose of this proposal. Transit improvements in the corridor would provide a high capacity transit alternative to the automobile. FTA and METRO seek public and agency comment on the purpose and need for transit improvements in the University Corridor.

**Preliminary List of Transportation Needs for the University Corridor:**

The corridor has many transportation challenges and opportunities. The following is a sampling of the corridor issues that may be addressed by the studies:

- Regional transit system connectivity between the University Corridor and major activity centers and destinations;
- Existing and future traffic congestion on corridor freeways and thoroughfares;
- Slow bus speeds due to traffic congestion;
- High existing bus ridership and projected future transit demand;

Other transportation needs will be identified and described as the scoping process proceeds.

A key component of the University Corridor is the regional connectivity the transit improvement would offer. A number of travel destinations are located along the corridor. The alignment would provide a transfer opportunity at the Wheeler Station providing a direct connection to the existing Main Street Light Rail line, which provides service to Downtown, Midtown, the Museum District, and the Texas Medical Center. A transfer opportunity to the proposed Southeast Corridor Guideway Rapid Transit (GRT) project would be provided at Scott Street. A transfer opportunity to the proposed Uptown Corridor BRT project would be provided at Post Oak Boulevard.
Definition of Alternatives
The scoping process addresses the general definition of alternatives to be considered by the EIS. For purposes of stimulating discussion during the scoping process, an initial list of conceptual alternatives is presented, as follows:

- **Future No Build Alternative:** Outside the study area, this alternative consists of the transportation network in the metropolitan transportation plan adopted by the Houston-Galveston Area Council (H-GAC). Inside the study area, this alternative assumes that transit service will be continued and expanded to meet future population and employment growth in accordance with existing service policies.
- **Transportation Systems Management (TSM) Alternative:** Defined as the best that can be done for mobility without constructing a new transit guideway.
- **Light Rail Transit (LRT) on Westpark and US 59:** Rail vehicles and tracks on Westpark and US 59 west of Wheeler Station, and with one of three alignments east of Wheeler Station on Elgin, Alabama, or Wheeler.
- **LRT on Richmond:** Rail vehicles and tracks on Richmond with one of three alignments for transitioning to Westpark west of Wheeler Station on either Edloe, Weslayan, or the Bellaire Juncture Railroad; and with one of three alignments east of Wheeler Station on Elgin, Alabama, or Wheeler.

Issues to Be Addressed
A number of issues will be addressed in the EIS. The following is an initial list of the issues identified to-date:

- land acquisition, displacement and relocation of existing residences and businesses
- historic, archaeological, and cultural resources
- parklands and recreation areas
- adverse impacts on neighborhoods and communities
- transit vehicle noise
- vibration due to rail vehicles
- traffic impacts
- other
Appendix

Notice of Intent
DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent to Prepare an Environmental Impact Statement for Major Transit Improvements in the University Corridor of Metropolitan Houston, TX

AGENCY: Federal Transit Administration (FTA), Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) and the Metropolitan Transit Authority of Harris County (METRO) intend to prepare an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA), to evaluate proposed public transportation improvements in the Houston metropolitan area. The area being studied, known as the University Corridor, extends approximately ten miles from the vicinity of the University of Houston—Central Campus to the Uptown/Galleria area in southwest Houston. METRO is proposing to construct an electric-powered light rail transit line on one of several possible alignments in the corridor. The EIS will examine and evaluate a number of transit alternatives including a Transportation Systems Management Alternative and various Build Alternatives, consisting of light rail vehicles powered from overhead wires, by an internal diesel-electric system, or by an alternative fuel hybrid-electric system and alignment options within the corridor; and any additional alternatives generated by the scoping process. The location and design of needed ancillary facilities, such as maintenance facilities, will also be considered. Scoping of the EIS will be accomplished through a series of public meetings and stakeholder meetings, through correspondence with interested persons, organizations, and Federal, State, and local agencies, and through posting a scoping information packet on the internet and distributing the packet in hardcopy upon request.

DATES: Comment Due Date: Written comments on the scope of the EIS, including the purpose and need for transit improvements in the corridor, the alternatives to be studied, and the environmental and community impacts to be considered should be sent to the Metropolitan Transit Authority of Harris County at the address under ADDRESSES below no later than July 14, 2006.

Scoping Meeting Dates: Public scoping meetings to discuss the scope of the EIS will be held on June 27, 2006 and June 29, 2006. See ADDRESSES below for meeting times and locations. Formal presentations of the proposed scope of the study will be made at the meetings, and will be followed by an opportunity for the public to comment on the purpose and need, alternatives to be evaluated, and environmental and community impact issues to be assessed. METRO staff will be available for informal questions and comments throughout the meeting. Scoping information material will be available at the meetings and may also be obtained in advance of the meeting by contacting METRO at the address or e-mail identified in ADDRESSES below. The scoping information will also be available on the project Web site at http://www.metrosolutions.org/go/doc/1068/112145/. Oral or written comments may be given at the scoping meetings. A court reporter will be present at the meetings to record oral comments. Any person who requires language interpretation or communication accommodations is encouraged to contact Karen Marshall at METRO at (713) 739-4980 or by e-mail at METROSolutions-University@ridemetro.org at least 72 hours prior to the scoping meetings. Every reasonable effort will be made to meet special needs. The location for each meeting will be accessible to persons with disabilities. A scoping meeting for the public agencies invited to serve as participating agencies in the EIS study will be organized later through direct mailouts or telephone invitations.

ADDRESSES: Written comments on the scope of the EIS should be sent to the following address by July 14, 2006: Rhonda Boyer, 1900 Main St., P.O. Box 61429, Houston, Texas 77208–1429, METROSolutions-University@ridemetro.org.

The public scoping meetings will be held at the following locations and times:

1. Third Ward Multi-Service Center, Tuesday, June 27, 2006, 4 p.m. to 7 p.m. at 3611 Ennis, Houston, Texas 77004.
2. San Jacinto Girl Scout Headquarters, Thursday June 29, 2006, 4 p.m. to 7 p.m. at 3110 S.W. Freeway, Houston, Texas 77098.

FOR FURTHER INFORMATION CONTACT: John Sweek, Community Planner, FTA, Region VI, 819 Taylor Street, Ft. Worth, Texas 76102, Telephone (817) 978-0550.

SUPPLEMENTARY INFORMATION:

I. Scoping

METRO and FTA invite all interested individuals and organizations, and Federal, State, regional, and local agencies to participate in defining the purpose and need for transit action in the University Corridor, in developing alternatives to be evaluated to meet that purpose and need, and in identifying any social, economic and environmental issues related to the alternatives. During the scoping process, comments should focus on refining the purpose and need statement, developing alternatives to meet the purpose and need that have comparable or lower cost and less adverse impact, and identifying specific social, economic, or environmental impacts to be evaluated.

II. Purpose and Need

The University Corridor study area is defined as beginning at the University of Houston—Central Campus and extending westward to the inner southwest part of Houston, generally bounded by Calhoun Street on the east, Chimney Rock on the west, Westheimer on the north and Bissonnet on the south. The University Corridor extends approximately 10 miles east to west and includes the Greenway Plaza, the Uptown/Galleria, the University of Houston—Central Campus, the Texas Southern University, and the St. Thomas University areas. Portions of the alignment are densely developed. New development and redevelopment is occurring along the corridor and is expected to generate increases in travel demand.

A key component of the University Corridor is the regional connectivity the transit line will offer. A number of travel destinations are located along the corridor. The alignment will provide a transfer opportunity at the Wheeler Station providing a direct connection to the existing Main Street LRT line, which provides service to Downtown, Midtown, the Museum District and the Texas Medical Center. A transfer opportunity to the proposed Southeast Corridor BRT project will also be provided at Scott Street.
From Calhoun Street to Chimney Rock, the corridor is characterized by fairly dense residential and commercial development. Two major employment centers, Uptown/Galleria and Greenway Plaza, will be directly serviced by the University line, and Downtown and the Texas Medical Center may be reached by a light rail connection at the Wheeler station. The corridor will also provide direct service to four major universities: University of Houston—Central Campus, Texas Southern University, Houston Community College—Central Campus, and St. Thomas University.

Current local bus routes that operate in the University Corridor study area tend to be heavily utilized, and represent a significant share of the daily local bus ridership.

Transition connection of major population, employment, and entertainment centers, including Downtown Houston, Uptown/Galleria, and Greenway Plaza, is a key purpose of this proposal. FTA and METRO seek public and agency comment on the purpose and need for transit action in the University Corridor.

III. Alternatives

The alternatives presently proposed for consideration in the EIS are:

- Future No Build Alternative—Outside the study area, this alternative consists of the transportation network in the metropolitan transportation plan adopted by the Houston-Galveston Area Council (H-GAC). Inside the study area, this alternative assumes that transit service will be continued and expanded to meet future population and employment growth in accordance with existing service policies.

- TSM Alternative: Bus service improvements beyond those of the Future No Build Alternative, which represent the best that can be done to meet the project’s purpose and need without constructing a new transit guideway.

- LRT on Richmond: Rail vehicles and tracks on Richmond with one of three alignments for transitioning west of Spur 527 in the vicinity of Edloe, Weslayan, or the Bellaire Juncture Railroad right-of-way and with one of three alignments for transitioning east of Spur 527 on Elgin, Alabama, or Wheeler. As with the Westpark/US 59 LRT alignment, alternative traction-power LRT technologies will be studied.

- Additional reasonable alternatives suggested during the scoping process, including those involving other modes or alignments, will also be considered. Alternative locations and designs for ancillary facilities, such as the transit vehicle storage and maintenance facility, traction power substations for electrically-powered vehicles, and stormwater management facilities, will be developed and presented in the EIS.

IV. Probable Effects and Potential Impacts for Analysis

The purpose of the EIS is to evaluate the environmental consequences of alternative means of accomplishing the purpose and need for transit in the University Corridor study area in advance of a decision to commit substantial financial or other resources toward the project implementation. The EIS will examine the extent to which the study alternatives result in adverse environmental and community impacts and corresponding actions to reduce, mitigate, or eliminate such impacts.

METRO and the FTA will evaluate all social, economic, and environmental impacts of the alternatives analyzed in the EIS. Primary issues known to the study team at present include:

- Land acquisition, displacement and relocation of existing residences and businesses;

- Historic, archaeological, and cultural resources;

- Parklands and recreation areas;

- Adverse impacts on neighborhoods and communities;

- Transit vehicle noise;

- Vibration of buildings due to rail vehicles; and

- Traffic impacts.

Mitigation options for all adverse impacts will be developed and presented in the EIS. To ensure that all significant issues related to this proposed project are identified and addressed, comments and suggestions are encouraged from all interested parties during scoping. Comments or questions concerning the impacts of the various alternatives should be directed to METRO at the address given under ADDRESSES above.

V. FTA Procedures

FTA and METRO will combine the draft EIS with the planning Alternatives Analysis required for New Starts projects (projects proposed for funding assistance through 49 U.S.C. 5309(d)). Following the public hearing and comment period for the draft EIS, METRO and H–GAC will select a locally preferred alternative (LPA), and METRO will apply to FTA for entry into the Preliminary Engineering (PE) phase of project development. It is conceivable that the LPA may be combination of one or more alternative options studied.

Wherever the LPA has adverse impacts, METRO and FTA will develop additional alignment and design alternatives during PE to avoid those adverse impacts. If avoidance is determined not to be feasible and prudent, then minimization and mitigation options will be developed and evaluated. The final EIS will present the alternatives developed and evaluated during PE and commit to specific mitigation of adverse impacts.

In accordance with FTA policy, all Federal laws, regulations and executive orders affecting project development, including but not limited to the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500–1508 and 23 CFR part 771), the project-level conformity provisions of the Clean Water Act, Section 404 of the Clean Water Act, Executive Orders 11990 regarding wetlands, 11988 regarding floodplains, and 12898 regarding environmental justice, Section 106 of the National Historic Preservation Act, Section 7 of the Endangered Species Act, and Section 4(f) of the Department of Transportation Act (49 U.S.C. 303), will be addressed to the maximum extent practicable during the NEPA process.

Issued on: May 17, 2006.

Robert C. Patrick,
Regional Administrator, Federal Transit Administration, Fort Worth, Texas

[FR Doc. 06–4730 Filed 5–19–06; 8:45 am]

BILLING CODE 4910-57-M
COORDINATION PLAN
This Page Intentionally Left Blank.
The purpose of this Coordination Plan (CP) is to identify the coordination that the Metropolitan Transit Authority of Harris County (METRO) is going to undertake with Federal, state, and local agencies and the public during the National Environmental Policy Act (NEPA) process for the University Corridor for which the NEPA process began after the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU) on August 10, 2005.

Coordination Plans are a new requirement set out in SAFETEA-LU.

**Elements of this Coordination Plan include:**

A. Definition of various agency roles  
B. Expectations of agencies  
C. Commitment to review at specific milestones  
D. Issues resolution process

**A. Agency Definitions**

**Federal Lead Agency:** The Federal Transit Administration (FTA) will be conducting the NEPA analysis.

**Joint Lead Agency:** The Metropolitan Transit Authority of Harris County, Texas (METRO) will assist in the preparation of the environmental analysis in accordance with SAFETY-LU section 6002.

**Cooperating Agencies:** Federal agencies other than the Lead Agency who have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. For the University Corridor, there are none identified at this time:

**Participating Agencies:** Federal, state or local agencies who may have an interest in the project. For the University Corridor Program, these are:

- Federal Highway Administration  
- Federal Railroad Administration  
- U.S. Army Corps of Engineers  
- U.S. Environmental Protection Agency  
- U.S. Department of Interior  
- Federal Emergency Management Agency  
- Texas Department of Transportation  
- Texas Commission on Environmental Quality  
- Texas Historical Commission  
- City of Houston (Public Works and Engineering, Planning and Development, Parks)
B. Agency Expectations

The expectations for Lead and Joint Lead Agencies are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.
- Ensure that any EIS or other document required under NEPA is completed in accordance with SAFETEA-LU and applicable federal law.
- Provide (in cooperation with the Project Sponsor) as early as practicable in the process project information on purpose and need, environmental resources, alternatives and proposed methodologies at appropriate project milestones.
- Provide a Coordination Plan to Participating and Cooperating Agencies
- Make information available as early as practicable.
- Lead federal agency will have ultimate responsibility for:
  1. Review and adoption of a NEPA document.
  2. Ensuring the Project Sponsor complies with all design and mitigation commitments.
  3. Development of a project purpose and need, the range of alternatives to be considered and other procedural matters.
- Involve tribal governments in the NEPA process.
- Approve the request from the Project Sponsor to advance a Preferred Alternative to a greater level of detail.

The expectations for Participating Agencies are:

- Identify as early as practicable any issue of concern regarding the project’s environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent an agency from granting a permit or other approval needed for the project.
- Provide input on purpose and need, methodologies, alternatives within 15 days of receipt thereof.
- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.
• Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof.

• Work cooperatively with METRO to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals for the project.

• Provide input on this CP and schedule.

• Participate as needed in Issues Resolution Process described in Section D.

Coordination with the U.S. Army Corps of Engineers will occur as defined in the January 2006 Memorandum of Agreement with FTA.

C. Specific Milestones Review Process

METRO and FTA commit to the following coordination with Participating and Cooperating agencies:

• Request to participate (by letter) will be sent to potential participating parties along with information about the project and specific direction to flag any issues of concern (at the beginning of scoping process).

• Request for review of the project purpose and need (response to be provided within 15 days of receipt thereof). This information on purpose and need will be provided to participating Agencies by METRO as a part of the scoping process.

• Provision of pertinent information about environmental and socioeconomic resources in the area. This information will be provided by written correspondence or in a meeting.

• Provision of the following information related to alternatives:
  1. Proposed range of alternatives (including relationship to previous planning studies)
  2. Proposed methodologies for screening of alternatives
  3. Proposed methodologies for determining impacts
  4. Proposed DEIS alternatives
  5. Proposed Preferred Alternative
  6. Proposed avoidance, minimization and mitigation measures.

This information will be provided in meetings and/or by written correspondence. Response to be provided back to METRO about each of these within 15 days of receipt thereof.
University Corridor

Coordination Plan
(as of 3/6/2007)

- Provision of Draft EIS (Response to be provided within 30 days of receipt thereof).

The form the milestone review process will take for state and federal agencies is described in the proposed sequence for Milestone Review.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Anticipated Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Notice of Intent</td>
<td>May 22, 2006</td>
</tr>
<tr>
<td>Request to participate</td>
<td>Letter of invitation and scoping package – May 25, 2006</td>
</tr>
<tr>
<td>Public Scoping Meetings</td>
<td>June 27 &amp; 29, 2006)</td>
</tr>
<tr>
<td>Agency Scoping Meeting</td>
<td>June 28, 2006</td>
</tr>
<tr>
<td>Purpose and need, methodology for alternatives screening</td>
<td>During Scoping Process – June through August 2006</td>
</tr>
<tr>
<td>Range of alternatives, screening</td>
<td>September – December 2006</td>
</tr>
<tr>
<td>Proposed DEIS Alternatives, environmental and socio-economic resources</td>
<td>Spring 2007</td>
</tr>
<tr>
<td>Completion of Draft EIS</td>
<td>Summer 2007</td>
</tr>
<tr>
<td>Locally Preferred Alternative</td>
<td>Summer 2007</td>
</tr>
<tr>
<td>Completion of the FEIS</td>
<td>Winter 2007</td>
</tr>
<tr>
<td>Completion of the ROD</td>
<td>TBD</td>
</tr>
<tr>
<td>Completion of permits, license, or approvals after the ROD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

D. Issues Resolution Process

The Lead agency, Cooperating Agencies and the Participating Agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received from the Lead Agency, Participating and Cooperating Agencies shall identify, as early as practicable, any issues of concern regarding the project’s potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

The following issues resolution process will be followed:
Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.

If issues are not being resolved in a timely manner:

1. An official issues resolution meeting will be scheduled.

2. If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by the Lead Agency that all information necessary to resolve the issues has been obtained...then

3. FTA will notify the heads of all Participating Agencies, Cooperating Agencies, METRO, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives and the Council of Environmental Quality, and

4. FTA will publish such notice in the Federal Register.
SPECIAL WARRANTY DEED AND GRANT OF EASEMENT

THE STATE OF TEXAS §
COUNTY OF HARRIS §

KNOW ALL MEN BY THESE PRESENTS:

THAT SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation ("Grantor"), for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration in hand paid to Grantor by METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS, whose address is 1201 Louisiana, P. O. Box 61429, Houston, Texas 77208-1429 ("Grantee"), the receipt and sufficiency of which consideration are hereby acknowledged, hereby GRANTS, SELLS and CONVEYS unto Grantee:

(a) the land described in EXHIBIT A attached hereto and by this reference made a part hereof (the "Land"); and
(b) all buildings, structures and other improvements on the Land, including but not limited to bridges, tunnels, culverts, grading, embankments, dikes, pavement and drainage facilities (collectively, the "Improvements"); and
(c) all of Grantor's right, title and interest in and to (i) all fixtures attached to the Land and the Improvements, including but not limited to all railroad tracks and related facilities including but not limited to all rail fastenings, switches and frogs, bumpers, ties, ballast, signaling devices and communications equipment (collectively, "Fixtures"); and (ii) all appurtenances and hereditaments relating to the foregoing Land, Improvements and Fixtures, including but not limited to all aerial rights, utility commitments, development rights, wastewater capacity reservations, franchise agreements, strips and gores, easements and rights of way (the "Appurtenances") (the Land, Improvements, Fixtures, and Appurtenances are collectively referred to herein as the "Property"), subject to the Permitted Encumbrances relating to the Property (as defined in the Purchase and Sale Agreement dated December 30, 1992, between Grantor and Grantee).

In addition, Grantor hereby grants and conveys to Grantee, its successors and assigns, subject to the Permitted Encumbrances, a perpetual, exclusive easement for a grade-separated crossing for general transportation purposes (the "Crossing Easement") located as described on EXHIBIT B attached hereto, on, under, over, through and across which area Grantee, its successors or assigns, shall have the right, without changing the alignment or grade of Grantor's existing main rail line (the "Main Line"), to construct, maintain, repair, relocate, reconstruct, use, operate and remove a road, toll road, railroad or other structures; provided, however, that Grantee shall submit its design for the grade-separated crossing to Grantor for Grantor's approval prior to commencing any construction of the grade-separated crossing (which approval shall not be unreasonably withheld and which approval or disapproval shall be given within forty-five (45) days of Grantee's written request for such approval), and Grantee shall give Grantor prior written notice of any activities of Grantee in the Crossing Easement area which Grantee reasonably expects may interrupt or impede Grantor's activities on the Main Line, in which event Grantee shall conduct its activities in the Crossing Easement area so as to minimize, to the extent feasible, conflict with Grantor's activities on the Main Line.

Grantor hereby excepts from the Property hereby conveyed and reserves unto itself, its successors and assigns the following:
(a) all minerals and mineral rights, interests and royalties, including, without limitation, all oil, gas and other hydrocarbon substances, as well as metallic or other solid minerals of whatever kind or character, whether now known or hereafter discovered in and under the Land below 500 feet from the surface without regard to the manner in which the same may be produced or extracted from the Land, but without any right to enter upon or through the surface down to 500 feet below the surface to extract, drill, explore or otherwise exploit such minerals or mineral rights and without any right to remove or impair lateral or subjacent support; and

(b) a perpetual, exclusive easement (the "Railroad Easement") in, on, under, over and through a portion of the Property for purposes of conducting Grantor's freight rail operations and to otherwise fulfill Grantor's obligations as a common carrier railroad under applicable laws and regulations. Grantor and its licensees, successors and assigns shall have the right to use this Railroad Easement, to operate, use, construct, reconstruct, maintain, repair, relocate and/or remove existing and/or future railroad, rail and railroad-related equipment, facilities, and transportation systems necessary for and related to Grantor's freight rail operations. This Railroad Easement shall include the portion of the Property located within an area twelve and one-half feet (12.5") on either side of the center line of the existing railroad tracks attached to the Land, together with access thereto across all other Property as reasonably necessary for Grantor's use and enjoyment of this Railroad Easement; provided, however, that Grantee shall have the right to relocate any of such Railroad Easement within the Property upon construction, at Grantee's expense, of Fixtures and other railroad facilities comparable in quality and utility to those used by Grantor prior to such relocation, so long as such relocation does not interfere with Grantor's freight rail operations within the Property. Grantor shall be entitled to all revenues derived from all current and future agreements to which Grantor is a party affecting freight rail operations. This Railroad Easement shall terminate automatically at such time as an order, decision or notice of the Interstate Commerce Commission granting authority for Grantor to abandon all of its freight rail services on the Property has become effective and has been voluntarily consummated by Grantor. Upon the termination of the Railroad Easement, Grantor shall, at the request of Grantee, execute and deliver to Grantee a recordable document terminating and reconveying to Grantee all of Grantor's right, title and interest in, to and under the Railroad Easement. Grantee shall have the right to enter and use any part of the Property including any part thereof subject to the Railroad Easement; provided, however, that such use by Grantee shall not interfere with Grantor's conduct of its freight rail operations or its fulfillment of its obligations as a common carrier railroad; and provided that prior to constructing any improvement on the Railroad Easement Grantee shall be required to obtain prior written consent from Grantor, which consent shall not be unreasonably withheld.

The Property conveyed herein is hereby expressly restricted so that, and by Grantee's acceptance of delivery of this Deed Grantee expressly covenants that, neither Grantee nor any
other person or entity other than Grantor, its licensees and successors, shall have the right to use any part of the Railroad Easement or any other part of the Property for purposes of providing, or the right to hold itself out as providing, freight rail operations or other railroad service provided by common carrier railroads.

TO HAVE AND TO HOLD the Property, together with all and singular the rights and appurtenances thereunto in anywise belonging and subject to all of the terms and conditions described herein, unto Grantee, its successors and assigns, forever; and Grantor does hereby bind itself, its successors and assigns, to warrant and forever defend all and singular, the Property unto Grantee, its heirs, successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through or under Grantor, but not otherwise, subject, however, to the matters set forth herein.

GRANTOR:

SOUTHERN PACIFIC TRANSPORTATION COMPANY, a Delaware corporation

By: ________________________________

                     S. D. Steel, Vice President

THE STATE OF TEXAS  §

COUNTY OF HARRIS  §

This instrument was acknowledged before me on the ___ day of December, 1992, by S. D. Steel, Vice President of Southern Pacific Transportation Company, a Delaware corporation, on behalf of said corporation.

________________________________________________________________________________________

Notary Public in and for the State of Texas
EXHIBIT B

PROPERTY DESCRIPTION OF WESTPARK LINE
Exhibit "A"

I.

Those certain parcels of land situated in the County of Harris, State of Texas, being that portion of the Bellaire Branch of the Southern Pacific Transportation Company (successor to the San Antonio and Aransas Pass Railway Company) lying westerly of the easterly line of Dunlavy Street (60 feet wide) in the City of Houston, said easterly line being also the westerly line of the 2.951 acre parcel of land described in deed dated October 4, 1974 from Southern Pacific Transportation Company to Houston Lighting and Power Company, recorded in the Official Public Records of Real Property of Harris County, Film No. 112-04-2474, File No. E294357, the original located center line of the main track of said Bellaire Branch intersects the easterly line of said Dunlavy Street at Engineer's Station 183+11.7 (M.P. 3.47), and extending westerly along said center line of main track a distance of 16.93 miles to the southwesterly boundary of said Harris County at Engineer's Station 1076+91.2 (M.P. 20.40).

Said parcels of land are described in deeds to the San Antonio and Aransas Pass Railway Company, Grantee, more particularly described by deed reference or description as follows:

<table>
<thead>
<tr>
<th>SPTCo Acquisition Deeds - Grantor</th>
<th>Harris County Deed Recordation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Vol. or Book</td>
</tr>
<tr>
<td>George L. Porter</td>
<td>41</td>
</tr>
<tr>
<td>J.L. Watson</td>
<td>41</td>
</tr>
<tr>
<td>Elizabeth H. Baxter</td>
<td>41</td>
</tr>
<tr>
<td>Jane Connell</td>
<td>41</td>
</tr>
<tr>
<td>SPTCo Acquisition Deeds - Grantor</td>
<td>Harris County Deed Recordation</td>
</tr>
<tr>
<td>------------------------------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Alphonse Stude</td>
<td></td>
</tr>
<tr>
<td>James Veasey, et ux.</td>
<td></td>
</tr>
<tr>
<td>Theodore Meineke</td>
<td></td>
</tr>
<tr>
<td>W.J. Aubertin, Executor, Estate of Mary Noble</td>
<td></td>
</tr>
<tr>
<td>Theodore Meineke</td>
<td></td>
</tr>
<tr>
<td>John W. Maxcy, et al.</td>
<td></td>
</tr>
<tr>
<td>W.J. Aubertin, Executor, Estate of Mary Noble</td>
<td></td>
</tr>
<tr>
<td>George H. Hermann</td>
<td></td>
</tr>
<tr>
<td>D.M. Walker</td>
<td></td>
</tr>
<tr>
<td>F. Rhode</td>
<td></td>
</tr>
<tr>
<td>J. Meder</td>
<td></td>
</tr>
<tr>
<td>T.M. Stone</td>
<td></td>
</tr>
<tr>
<td>T.M. Stone</td>
<td></td>
</tr>
<tr>
<td>W.J. Settegast, et al.</td>
<td></td>
</tr>
<tr>
<td>Marion McAllister, et al.</td>
<td></td>
</tr>
<tr>
<td>W.H. Bailey, et al.</td>
<td></td>
</tr>
<tr>
<td>P.L. Barziza</td>
<td></td>
</tr>
<tr>
<td>C.B. Powell, et al.</td>
<td></td>
</tr>
<tr>
<td>John McCue</td>
<td></td>
</tr>
<tr>
<td>William Quinsell</td>
<td></td>
</tr>
<tr>
<td>D.M. Thurston</td>
<td></td>
</tr>
<tr>
<td>South End Land Company</td>
<td></td>
</tr>
<tr>
<td>L.W. Allen (Judgment No. 13334)</td>
<td></td>
</tr>
<tr>
<td>L.W. Allen (Judgment No. 13334)</td>
<td></td>
</tr>
<tr>
<td>Isaac Austey</td>
<td></td>
</tr>
</tbody>
</table>

* District Court Minutes
<table>
<thead>
<tr>
<th>SPTCo Acquisition Deeds - Grantor</th>
<th>Harris County Deed Recoradation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Vol. or Book</td>
</tr>
<tr>
<td>Conrad Bering</td>
<td>42</td>
</tr>
<tr>
<td>W.E. Ford, et al.</td>
<td>53</td>
</tr>
<tr>
<td>L.A. Ellis</td>
<td>52</td>
</tr>
<tr>
<td>L.A. Ellis</td>
<td>52</td>
</tr>
<tr>
<td>T.U. Lubbock</td>
<td>55</td>
</tr>
<tr>
<td>U. Arseneaux, et ux.</td>
<td>53</td>
</tr>
<tr>
<td>A.B. Nibbs</td>
<td>53</td>
</tr>
<tr>
<td>A.B. Nibbs</td>
<td>53</td>
</tr>
<tr>
<td>J.S. Dougherty</td>
<td>46</td>
</tr>
<tr>
<td>J.S. Dougherty</td>
<td>46</td>
</tr>
<tr>
<td>J.S. Dougherty</td>
<td>430</td>
</tr>
<tr>
<td>J.S. Dougherty</td>
<td>46</td>
</tr>
<tr>
<td>L.A. Stafford</td>
<td>51</td>
</tr>
<tr>
<td>George H. Hermann</td>
<td>74</td>
</tr>
<tr>
<td>Branch T. Masterson</td>
<td>61</td>
</tr>
<tr>
<td>H.F. Ring</td>
<td>83</td>
</tr>
<tr>
<td>H.F. Ring</td>
<td>83</td>
</tr>
<tr>
<td>H.F. Ring</td>
<td>83</td>
</tr>
</tbody>
</table>

II.

A strip of land, 100 feet wide, lying equally 50 feet on each side of the following described center line:

Beginning at the point of intersection of said original located center line of Southern Pacific Transportation Company’s main track (Bellaire Branch) at Engineer’s Station 906+88, with the westerly line of land described in deed dated March 15, 1894, from George H. Hermann to the San Antonio and Aransas Pass Railway Company, recorded
March 22, 1894, in Volume 74, Page 483, Records of said County; thence westerly along said center line of main track, 6872 feet to a point of intersection thereof at Engineer’s Station 975+60 with the easterly line of land described in deed dated September 26, 1892, from Branch T. Masterson to the San Antonio and Aransas Pass Railway Company, recorded December 2, 1892, in Book 61 of Deeds, Page 612, Records of said County.

The side lines of said 100 foot wide strip of land terminate in said westerly line of land described in deed recorded March 22, 1894, and in said easterly line of land described in deed recorded December 2, 1892.

EXCEPTING ALL OF THE FOLLOWING PROPERTY:

All of the 1.28 acres described in deed dated November 14, 1936, from the Texas and New Orleans Railroad Company to W.E. White, recorded in the Official Public Records of Real Property of Harris County, Texas at Vol. 1036, Page 450, County Clerk’s File No. 88470.

Those portions of the lands conveyed in deed dated June 29, 1944, from Texas and New Orleans Railroad Company to Houston Lighting & Power Company, recorded in the Official Public Records of Real Property of Harris County, Texas at Vol. 1943, Page 256. and described First, Second, Third and Fourth in said deed.

That portion of the 100 foot wide strip of land described in deed dated June 6, 1888 from William Quinsell to the San Antonio and Aransas Pass Railway Company, recorded
July 3, 1888, in Book 41 of Deeds, Page 281, Records of said County, lying equally 50 feet on each side of the original located center line of said Railway Company, and extending from a line parallel with and distant 100 feet easterly, measured at right angles from the westerly line of the A.C. Reynolds Survey (said center line intersects said parallel line at Engineer's Station 328+77), westerly, measured along said center line to said westerly line of said A.C. Reynolds Survey.

All of the 6735.38 square foot parcel of land described in deed dated October 30, 1958, from the Texas and New Orleans Railroad Company to John E. Cooper, recorded in the Official Public Records of Real Property of Harris County, Texas at Vol. 3603, Page 40, County Clerk's File No. 72397A.

That portion of the 0.80 of an acre parcel of land described in deed dated December 23, 1964, from Southern Pacific Company to Wald Transfer & Storage Company, recorded in the Official Public Records of Real Property of Harris County, Texas at Vol. 5849, Page 72, County Clerk's File No. CO51624, Film Code No. 026-32-1066.

Those certain 2 strips of land described in deed dated June 2, 1949, from Texas and New Orleans Railroad Company to Texas Town Lot Company, described as follows:

(1) A strip of land 3.5 feet wide, the southerly line thereof lying contiguous with and distant 21.5 feet northerly, measured at right angles, from said original located center line of said Railway Company.
(2) A strip of land 3.5 feet wide, the northerly line thereof lying contiguous with and distant 21.5 feet southerly, measured at right angles, from said original located center of said Railway Company.

The side lines of said 2 strips of land terminate in the westerly and easterly lines of the Buffalo Speedway, 100 feet wide.
Crossing Easement

Exhibit B

A parcel of land situated in the County of Harris, State of Texas, more particularly described as follows:

That portion of the 100 foot wide strip of land described in deed dated June 6, 1888 from William Quinsell to the San Antonio and Aransas Pass Railway Company, recorded July 3, 1888, in Book 41 of Deeds, Page 281, Records of said County, lying equally 50 feet on each side of the original located center line of said Railway Company, and extending from a line parallel with and distant 100 feet easterly, measured at right angles from the westerly line of the A.C. Reynolds Survey (said center line intersects said parallel line at Engineer's Station 328+77), westerly, measured along said center line to said westerly line of said A.C. Reynolds Survey.
TYPICAL SECTIONS
This Page Intentionally Left Blank.
RICHMOND/WESTPARK (CUMMINS)
○ Traction Power Substation

□ Partial Property Acquisition
• Traction Power Substation
• Partial Property Acquisition
Partial Property Acquisition

Full Property Acquisition
P  Partial Property Acquisition
F  Full Property Acquisition
RICHMOND/WESTPARK (GREENWAY PLAZA)
- Traction Power Substation
- Partial Property Acquisition
RICHMOND/U.S. 59/ WESTPARK (KIRBY)
This Page Intentionally Left Blank.
Partial Property Acquisition
Full Property Acquisition
ALABAMA (U.S. 59/ ALABAMA/UH)
This Page Intentionally Left Blank.
P  Partial Property Acquisition
F  Full Property Acquisition
WHEELER (ENNIS/ELGIN/ EASTWOOD TRANSIT CENTER)
WHEELER (ENNIS/ ALABAMA/UH)
This Page Intentionally Left Blank.
STORAGE AND
INSPECTION FACILITY LOCATIONS
TEST TRACK LOCATIONS
TSM/BASELINE ALTERNATIVE
This Page Intentionally Left Blank.
APPENDIX F – SECTION 4(f) INFORMATION
LICENSE AGREEMENT
(GOVERNMENTAL LICENSEE)

License No. 2500130

This License Agreement (the "Agreement") is entered into effective as of June 10, 2005 (the "Effective Date"), by and between METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS, a public body corporate and politic organized and existing under Ch. 451 TEX. TRANSPORTATION CODE ("Licensor"), and HARRIS COUNTY, TEXAS, a body corporate and politic under the laws of the State of Texas ("Licensee"), upon the following terms and conditions:

1. Beginning on the Effective Date of this License Agreement and continuing from day to day until terminated by either party as provided below, Licensor hereby consents to and permits Licensee to use, at Licensee's sole expense and risk, that certain tract of real property (the "Property") more particularly described on Exhibit A attached hereto and made a part hereof for all purposes, solely for the following purpose: temporary public dog park operated by Licensee. Licensee, and any employee, contractor, licensee or invitee of Licensee or other member of the general public entering the Property by, through or under Licensee's rights hereunder, shall be considered a trespasser on the Property for any use of the Property other than the foregoing.

2. Without limiting anything contained in this Agreement, Licensee knowingly and voluntarily assumes any and all risks, known and unknown, which may arise from the use of the Property pursuant to this Agreement, and its right to use the Property is AS IS, WITH ALL FAULTS. Licensee specifically agrees that it will not seek reimbursement, damages or any other kind of compensation from Licensor, nor make any claims whatsoever against Licensor, and that Licensor shall have no liability to Licensee for any loss, cost, damages, bodily injuries or death.

3. Consideration for this Agreement and the license granted hereunder (collectively, the "License") to use the Property for the purposes indicated above consists of Licensee's undertaking and performing all obligations of Licensee under the terms, provisions, covenants and conditions set forth herein at no cost to Licensor. This License is granted by Licensor to Licensee on such terms, provisions, covenants and conditions in the interest of interlocal governmental cooperation between the parties hereto, and Licensor acknowledges that Licensee's operation and maintenance of the Property in accordance herewith assists Licensor's governmental function of preserving the Property on an interim basis as part of a transit corridor for future development of Licensee's transit project referred to in Exhibit C attached hereto. Accordingly, Licensor's customary User Fees and all cash consideration are hereby expressly waived by Licensor.

4. The License may be terminated by either party hereto at will, at any time and for any reason or for no reason, upon ninety (90) days prior written notice to the other party. Unless Licensor gives Licensee its prior written consent to abandon in place any of
Licensee's personality, fixtures, equipment, pavement, piping, lighting, excavations, fences and other buildings, structures or facilities on the Property (collectively, the "Personalty"), no later than the date of such termination of the License, Licensee will, at no cost to Licensor, remove the Personalty and restore the Property to the condition in which it existed prior to the Effective Date hereof, including but not limited to removal of subsurface foundations and refilling of excavations. No termination of the License shall release Licensee from any liability which may have attached or accrued, nor from any obligation contained in this Agreement, prior to the date of such termination.

5. Licensee shall have no right:

(a) to own, operate, maintain, or allow to exist any Personalty of Licensee on the Property in an unsafe, unsightly, or dysfunctional condition nor in any other manner causing any material interference with the Licensor's use and enjoyment of the Property;

(b) to maintain any of its Personalty on the Property in a manner that does not comply with all applicable requirements of federal, state or municipal laws, regulations, codes, ordinances and governmental rules or judicial orders applicable thereto;

(c) to cause or permit any spill, release, emission or discharge of Hazardous Materials, as defined herein, on or from the Property caused by Licensee or its contractors, subcontractors, agents, or employees while in the course and scope of business or employment or for Licensee, to remain on any of Licensor's lands in such a manner as to cause the said Licensor's lands to be in a condition other than the condition in which they existed immediately prior to such spill, release, emission or discharge of Hazardous Materials. As used herein, "Hazardous Material" means any waste, chemicals, materials or substances defined as hazardous materials, hazardous wastes, hazardous substances, contaminants, pollutants or toxic substances under any applicable health, safety or environmental law; or

(d) to cause or permit any public or private, temporary or permanent, nuisance to occur on the Property.

6. Licensee hereby releases Licensor from and against and hereby waives all claims against Licensor for all claims, suits, liabilities, damages, penalties, losses, costs and expenses (including reasonable attorneys' fees incurred by Licensee in connection therewith) for any bodily injury or death or damage or destruction of any property of Licensee arising directly or indirectly out of the use of the Property pursuant to this License, or any violation or breach of this License, by Licensee.

7. Intentionally deleted.

8. This License is personal to Licensee and the consideration provided for herein is accepted by Licensor solely in recognition of intergovernmental cooperation with Licensee
specifically, and no other public or private person or entity. Accordingly, this License shall not be assigned or transferred, in whole or in part, by Licensee. Licensee will not grant or permit encumbrances or mechanics’ liens to be placed upon the Property or the License. Any attempted assignment, pledge, or transfer in violation of this paragraph shall be void. Licensor shall continue to possess and enjoy all ownership rights in and to the Property, and Licensee acknowledges that Licensee has no leasehold, easement or other interest in real property as to the Property. Licensor shall have the right to enter upon the Property at all times, and for any reason. The License granted herein is non-exclusive.

9. **This Agreement contains the special provisions set forth in Exhibit C attached hereto, all of which are incorporated herein and made a part hereof for all purposes by reference thereto.**

10. Any notice, consent or other communication required or permitted by this Agreement shall be in writing and shall be deemed sufficiently given if delivered personally or sent by certified mail, return receipt requested, postage prepaid, to the address provided below for each party, or to any other address as either party may hereafter advise the other party in accordance with this paragraph. Any such notice, consent or communication shall be deemed to have been given as of the date so delivered, if delivered personally, or two (2) business days after the date the same is deposited in the United States mail.

11. No waiver by Licensor of any provision of this Agreement shall be effective unless in a written document duly signed by both parties hereto, and no such waiver shall constitute a waiver of any other provision or a subsequent breach of the same provision. No amendment to this License shall be effective unless and until set forth in a written document and duly signed by both parties. This License is not intended nor shall it be construed as creating any rights in or for the benefit of the general public, nor shall it create or grant any rights regarding any real property outside of the Property.

[Remainder of this page intentionally left blank; signature page follows.]
EXECUTED in multiple counterpart originals effective as of the Effective Date.

"METRO"

METROPOLITAN TRANSIT AUTHORITY
OF HARRIS COUNTY, TEXAS

By: ____________________________
Name: Frank J. Wilson
As Its: President and CEO
Address: 1900 Main Street, 9th Floor
         Houston, TX 77002
         Attn: Vice President, Real Estate

"COUNTY"

HARRIS COUNTY, TEXAS

By: ____________________________
Robert Eckels, County Judge

Address: 1001 Preston Street
         Suite 911
         Houston, Texas 77002

With a copy to
1001 Preston Street
Suite 924
Houston, Texas 77002
Attn: Commissioner, Pct. 3

Approved as to form:

Mike Stafford
County Attorney

By: ____________________________
Assistant County Attorney
EXECUTED in multiple counterpart originals effective as of the Effective Date.

“METRO”

METROPOLITAN TRANSIT AUTHORITY
OF HARRIS COUNTY, TEXAS

By: 

Name: Frank A. Wilson
As Its: President and CEO

Address: 1900 Main Street, 9th Floor
Houston, TX 77002
Attn: Vice President, Real Estate

“COUNTY”

HARRIS COUNTY, TEXAS

By: _____________________________

Name: Robert Eckels, County Judge

Address: 1001 Preston Street
Suite 911
Houston, Texas 77002

With a copy to
1001 Preston Street
Suite 924
Houston, Texas 77002
Attn: Commissioner, Pct. 3

Approved as to form:

Mike Stafford
County Attorney

By: _____________________________

Name: Assistant County Attorney
EXHIBIT A

LEGAL DESCRIPTION OF PROPERTY

That certain parcel of land, containing approximately 5.5 acres of land, more or less, located in Harris County, Texas, and being out of that certain tract of land commonly known as the Westpark Corridor, described in instrument filed for record under County Clerk's File No. P023668, Real Property Records, Harris County, Texas, and said out-parcel being more particularly described as follows:

A tract of land, 100 ft. wide and approx. 2,400 ft. long, beginning at the Westerly right of way line of Newcastle Drive and extending westward to the Easterly right of way line of West Loop South (including the northbound frontage road thereof).
EXHIBIT B

Intentionally deleted.
EXHIBIT C

SPECIAL PROVISIONS TO LICENSE AGREEMENT

The following special provisions are hereby made a part of the foregoing License Agreement. All capitalized terms used herein shall have the definitions set forth in the foregoing License Agreement for such terms.

1. Licensee hereby acknowledges, stipulates and agrees that (i) the Property is a portion of Licensor’s transit corridor, (ii) as of the Effective Date hereof Licensor is planning to develop a transit project in the Westpark Corridor (as referred to in Exhibit A attached to this Agreement), including but not limited to the Property, within the next two (2) to five (5) years after the Effective Date, (iii) the License will be terminated by Licensor within the next two (2) to five (5) years after the Effective Date in connection with commencement of work by or on behalf of Licensor relating to the development of such transit project, (iv) any excavations, pavement, fences, structures (including subsurface foundations and structures) and other Personalty installed or constructed on the Property will interfere with Licensor’s transit project and transit facilities and shall be removed by Licensee no later than the 90th day following notice of termination, and (v) Licensee’s right to use the Property as a type of public park is temporary in nature and is expressly made subject to Licensor’s right to terminate this License.

2. No later than thirty (30) days after either party hereto gives (or is deemed to have given) its 90-day notice of termination to the other party hereto, Licensee shall close the Property to the public and prohibit any further use of the Property for the purpose permitted in Section 1 of this Agreement; and no later than the termination date specified in such 90-day termination notice, Licensee shall complete the removal of all Personalty (including but not limited to any subsurface foundations installed by Licensee) from the Property and the restoration of the Property (including but not limited to the removal of any pavement and refilling, compacting and resurfacing any excavations therein installed by Licensee) to the condition in which it existed prior to the Effective Date.

3. This License is granted subject to all easements, leases, licenses, agreements and other matters in existence in or on the Property as of the Effective Date, appearing of record in Harris County, Texas, visible on the ground, or of which Licensor has given Licensee notice, including but not limited to the unrecorded licenses and agreements affecting the Property listed in Exhibit D attached hereto. Licensee shall not damage or interfere with, or permit any employee, contractor, licensee or invitee of Licensee or any other members of the general public entering the Property pursuant to the License to damage or interfere with, the rights and facilities of such pre-existing easements, licenses and other matters.

4. Licensee shall at all times keep the entire Property enclosed by fences with double-gated entries; provided, however, that where at-grade public or private streets or driveways cross the Property, no fences or gates shall be permitted to cross such streets, and the portion of the Property on each side of any such street or driveway shall be enclosed by such fences. All Personalty, including but not limited to all gates, fences and pavement,
shall be wheelchair accessible and otherwise compliant with all requirements of the Americans with Disabilities Act.

5. Licensee shall have exclusive responsibility for operating and maintaining the Property in a safe and prudent manner, at no cost to Licensor, in furtherance of which obligation, Licensee shall adopt, post and publicize, and consistently enforce reasonable rules relating to the use of the Property as a temporary public dog park, including but not limited to rules protecting the health, safety and property of the persons and animals using the Property, the health, safety and property of the owners of land abutting the Property, and the sanitation and environmental compliance of the Property.

6. Notwithstanding the last sentence of Section 5 of the foregoing License Agreement, Licensor and Licensee each hereby expressly stipulates, acknowledges and agrees that the Property will be used as a temporary public dog park and that it is expected that animal wastes will be deposited and temporarily stored on the Property; provided, however, that Licensor’s agreement to allow the foregoing is conditioned upon Licensee’s express obligation, at its sole cost and expense, to (i) install and stock on a daily basis dispensers of bags or other means for human users of the Property to collect animal waste, (ii) install and thereafter clean out on a daily basis receptacles for the disposal of animal waste, (iii) police the grounds of the Property on a daily basis and otherwise take all measures reasonably necessary to avoid the accumulation of animal waste on the Property, to avoid the release of animal waste into any ditches or other watercourses or onto any property adjacent to the Property and to avoid offensive odors developing on or emanating from the Property.

7. Licensor shall install signage on the Property that shall (i) recognize Licensor and Licensee’s joint cooperation in providing and developing the Property as a public dog park, (ii) post Licensee’s rules relating to the use of the Property, as described in Section 5 of this Exhibit C, and (iii) provide that any complaints, questions or other comments relating to the maintenance, repair, operation or use of the Property, and any notice of emergencies occurring on or around the Property, shall be directed to Licensee or third persons but not to Licensor.

8. Licensee shall be permitted to plant trees and other landscaping on the Property provided that all such trees and landscaping (including root balls) are removed from the Property as required by Section 2 of this Exhibit C.

9. In any fiscal year of Licensee after the Effective Date, if Licensee fails to appropriate adequate funding for its full and timely performance of all of its obligations hereunder, Licensor shall have the right to deem such failure to appropriate funds to be a 90-day notice of termination hereunder by Licensee.
# EXHIBIT D

**UNRECORDED LICENSES AND AGREEMENTS**

<table>
<thead>
<tr>
<th>License Number</th>
<th>Milepost (approx.)</th>
<th>Licensee</th>
<th>Type Lic.</th>
</tr>
</thead>
<tbody>
<tr>
<td>180547N</td>
<td>6.49</td>
<td>City of Houston</td>
<td>18” San. Sewer</td>
</tr>
<tr>
<td>160661N</td>
<td>6.57</td>
<td>City of Houston</td>
<td>Sewer Lift Stat. Easement</td>
</tr>
<tr>
<td>200001R</td>
<td>6.59</td>
<td>MCI</td>
<td>Buried Cable</td>
</tr>
<tr>
<td>9800090</td>
<td>6.63</td>
<td>Reliant HL&amp;P</td>
<td>Aerial Crossings</td>
</tr>
<tr>
<td>157635N</td>
<td>6.647</td>
<td>Reliant HL&amp;P</td>
<td>Aerial Crossings 12.5Kv</td>
</tr>
<tr>
<td>135003N</td>
<td>6.65</td>
<td>Loop Central</td>
<td>Roadway Lease</td>
</tr>
<tr>
<td>185442N</td>
<td>6.66</td>
<td>Loop Central</td>
<td>Sewer &amp; Water Lease</td>
</tr>
<tr>
<td>186551N</td>
<td>6.66</td>
<td>Loop Central</td>
<td>Storm Sewer Lease</td>
</tr>
<tr>
<td>204480N</td>
<td>6.66</td>
<td>Loop Central</td>
<td>Marquee Lease</td>
</tr>
<tr>
<td>146952N</td>
<td>6.71</td>
<td>Reliant HL&amp;P</td>
<td>Aerial Crossing</td>
</tr>
<tr>
<td>200002R</td>
<td>6.86</td>
<td>MCI</td>
<td>Buried Cable</td>
</tr>
<tr>
<td>960008R</td>
<td>6.933</td>
<td>Phonoscope</td>
<td>Aerial Cable</td>
</tr>
<tr>
<td>950022R</td>
<td>7.000</td>
<td>SW Bell</td>
<td>Buried Cable</td>
</tr>
</tbody>
</table>

Newcastle Drive, West ROW Line, Milepost 6.4702 (approx.)

West Loop South, East ROW Line, Milepost 7.0005 (approx.)
THE STATE OF TEXAS

COUNTY OF HARRIS

The Commissioners Court of Harris County, Texas, convened at a meeting of said Court at the Harris County Administration Building in the City of Houston, Texas, on the _____ day of _____________, 2005, with the following members present, to-wit:

Robert Eckels
El Franco Lee
Sylvia R. Garcia
Steve Radack
Jerry Eversole

County Judge
Commissioner, Precinct No. 1
Commissioner, Precinct No. 2
Commissioner, Precinct No. 3
Commissioner, Precinct No. 4

and the following members absent, to-wit: ____________________________,

constituting a quorum, when among other business, the following was transacted:

ORDER AUTHORIZING THE COUNTY JUDGE TO EXECUTE A LICENSE AGREEMENT BETWEEN METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS AND HARRIS COUNTY, FOR A DOG PARK LOCATED IN HARRIS COUNTY, TEXAS

Commissioner Radack introduced an order and made a motion that the same be adopted. Commissioner Eversole seconded the motion for adoption of the order. The motion, carrying with it the adoption of the order, prevailed by the following vote:

Judge Robert Eckels
Comm. El Franco Lee
Comm. Sylvia R. Garcia
Comm. Steve Radack
Comm. Jerry Eversole

Yes No Abstain

The County Judge thereupon announced that the motion had duly and lawfully carried and that the order had been duly and lawfully adopted. The order thus adopted follows:

WHEREAS, Harris County is desirous of operating the premises located in the vicinity of Westpark in Harris County, Texas as a dog park; and

WHEREAS, Metropolitan Transit Authority of Harris County, Texas, is desirous of licensing the premises to Harris County for use as a dog park;

NOW, THEREFORE, BE IT ORDERED BY THE COMMISSIONERS COURT OF HARRIS COUNTY, TEXAS, THAT:

Section 1: The recitals set forth in this Order are true and correct.

Section 2: The Harris County Judge is hereby authorized to execute for and on behalf of Harris County a License Agreement by and between Metropolitan Transit Authority of Harris County, Texas, and Harris County, said License Agreement being incorporated herein by reference and made a part hereof for all intents and purposes as though fully set forth herein word for word.
Section 3: All Harris County officials and employees are authorized to do any and all things necessary or convenient to accomplish the purpose of this Order.

Section 4: The prior order of the Court dated May 10, 2005 authorizing a lease of the property by Harris County is superseded by this order and such prior order is declared null and void.
Project #: 1  Property #: 0020  Property Type: Building  County: Harris

Address: 3717 Alabama St.  City: Houston

Current Name(s):  Historic Name(s): 

Current Designations: 
- [ ] NR  - NR District, Status: 
- [ ] RTHL  - HTC  - SAL  - Local  - NHL

Construction Date: 1960  Est  ✓ Actual  Source: Tax Appraiser  □ Modified, Dates: 0

Current Functions: DOMESTIC-Multiple Dwelling  Historic Functions: DOMESTIC-Multiple Dwelling

Architectural Description:

Stylistic Influences: MODERN-Other  Contemporary

Architect:  Builder: 

Significance Summary: Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met: ✓ A  □ B  □ C  □ D

Integrity:  Location  Design  Materials  Workmanship  Setting  Feeling  Association

Notes: 

NR Eligibility: Individually: No  Potential District: Yes  Status: Undetermined

Recorded By: Susan Lassell, Jan Root  Date Recorded: 2/1/2007

Primary Image ID: 0446-0448
Project # 1  Property # 0114  Property Type Building  County Harris

Address 3201 Alabama St.  City Houston

Current Name(s)  Historic Name(s)

Current Designations:
- [ ] NR  - [ ] NR District, Status:
- [ ] RTHL  [ ] HTC  [ ] SAL  [ ] Local  [ ] NHL

Construction Date: 1930  Est  Actual Source: Tax Appraiser  Modified, Dates: 0

Current Functions: DOMESTIC-Single Dwelling  Historic Functions: DOMESTIC-Single Dwelling

Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional

Architect:  Builder: 

Significance Summary:
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met: [✓] A  [ ] B  [ ] C  [ ] D
Integrity:  Location  Design  Materials  Workmanship  Setting  Feeling  Association

Notes:

NR Eligibility: Individually: No  Potential District: Yes  Status: Undetermined

Recorded By: Susan Lassell, Jan Root  Date Recorded: 8/9/2006

Primary Image ID: 4623
Project # 1  Property # 0115  Property Type Building  County Harris

Address 3207 Alabama St.  City Houston

Current Name(s)  Historic Name(s)  Current Function(s)  Historic Function(s):

Architect: Builder:

Stylistic Influences: MODERN-Ranch Style

Significance Summary:
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met: ☑ A  ☐ B  ☐ C  ☐ D

Integrity: Location  Design  Materials  Workmanship  Setting  Feeling  Association

NR Eligibility: Individually: No  Potential District: Yes  Status: Undetermined

Recorded By: Susan Lassell, Jan Root  Date Recorded: 8/9/2006

Primary Image ID: 4624
<table>
<thead>
<tr>
<th>Project #</th>
<th>Property #</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0116</td>
<td>Building</td>
<td>Harris</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>3209 Alabama St.</td>
<td>Houston</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Name(s)</th>
<th>Historic Name(s)</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Current Designations:</th>
<th>RTHL</th>
<th>HTC</th>
<th>SAL</th>
<th>Local</th>
<th>NHL</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Construction Date:</th>
<th>1930</th>
<th>Est</th>
<th>Actual</th>
<th>Source</th>
<th>Modified, Dates:</th>
<th>0</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Current Functions:</th>
<th>Historic Functions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOMESTIC-Single Dwelling</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
</tbody>
</table>

Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional

<table>
<thead>
<tr>
<th>Architect</th>
<th>Builder</th>
</tr>
</thead>
</table>

Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met:  

<table>
<thead>
<tr>
<th>NR Criteria Met</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Integrity</th>
<th>Location</th>
<th>Design</th>
<th>Materials</th>
<th>Workmanship</th>
<th>Setting</th>
<th>Feeling</th>
<th>Association</th>
</tr>
</thead>
</table>

Notes:

<table>
<thead>
<tr>
<th>NR Eligibility</th>
<th>Individually</th>
<th>Potential District</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Yes</td>
<td>Undetermined</td>
<td></td>
</tr>
</tbody>
</table>

Recorded By: Susan Lassell, Jan Root  
Date Recorded: 8/9/2006  
Primary Image ID: 4625
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property #</td>
<td>0117</td>
</tr>
<tr>
<td>Property Type</td>
<td>Building</td>
</tr>
<tr>
<td>County</td>
<td>Harris</td>
</tr>
<tr>
<td>Address</td>
<td>3215 Alabama St.</td>
</tr>
<tr>
<td>City</td>
<td>Houston</td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
</tr>
<tr>
<td>Historic Name(s)</td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
</tr>
<tr>
<td>☐ NR</td>
<td>☐ NR District, Status:</td>
</tr>
<tr>
<td>☐ RTHL</td>
<td>☐ HTC</td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1930</td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
</tbody>
</table>

Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional

Architect: Builder:

Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met: ☑ A ☐ B ☐ C ☐ D

Integrity: ☐ Location ☐ Design ☐ Materials ☐ Workmanship ☐ Setting ☐ Feeling ☐ Association

Notes:

NR Eligibility: Individually: No Potential District: Yes Status: Undetermined

Recorded By: Susan Lassell, Jan Root
Date Recorded: 8/9/2006

Primary Image ID: 4626
Project #: 1  Property #: 0175  Property Type: Building  County: Harris
Address: 2202 Alabama St.  City: Houston
Current Name(s):  Historic Name(s): 
Current Designations:
- [ ] NR
- [ ] NR District
- [ ] Status: 
- [ ] RTHL
- [ ] HTC
- [ ] SAL
- [ ] Local
- [ ] NHL
Construction Date: 1940  Estimated/Actual: [✓]
Actual Source: Tax Appraiser  Modified, Dates: 0
Current Functions: DOMESTIC-Single Dwelling
Historic Functions: DOMESTIC-Single Dwelling
Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional
Builder: 

Significance Summary:
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met: [ ] A  [ ] B  [ ] C  [ ] D
Integrity: [ ] Location  [ ] Design  [ ] Materials  [ ] Workmanship  [ ] Setting  [ ] Feeling  [ ] Association

Notes:

NR Eligibility: Individually: No  Potential District: Yes  Status: 

Recorded By: Susan Lassell, Jan Root
Date Recorded: 8/9/2006
Primary Image ID: 4578
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
<th>Property #</th>
<th>0176</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
<th>Harris</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>2206 Alabama St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>City</td>
<td>Houston</td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
<td></td>
<td>Historic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>□ NR</td>
<td>□ NR District, Status:</td>
<td></td>
<td>□ RTHL</td>
<td>□ HTC</td>
<td>□ SAL</td>
<td>□ Local</td>
<td>□ NHL</td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1940</td>
<td>Est</td>
<td>□ Actual</td>
<td></td>
<td>Source:</td>
<td>Tax Appraiser</td>
<td>□ Modified, Dates:</td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architect:</td>
<td></td>
<td>Builder:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stylistic Influences:</td>
<td>MODERN-Minimal Traditional</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Significance Summary:</td>
<td>Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Criteria Met:</td>
<td>□ A</td>
<td>□ B</td>
<td>□ C</td>
<td>□ D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Integrity:</td>
<td>□ Location</td>
<td>□ Design</td>
<td>□ Materials</td>
<td>□ Workmanship</td>
<td>□ Setting</td>
<td>□ Feeling</td>
<td>□ Association</td>
</tr>
<tr>
<td>Notes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Eligibility: Individually:</td>
<td>No</td>
<td>Potential District:</td>
<td>Yes</td>
<td>Status:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Recorded By:** Susan Lassell, Jan Root  
**Date Recorded:** 8/9/2006  
**Primary Image ID:** 4577
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
<th>Property #</th>
<th>0177</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
<th>Harris</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>2210 Alabama St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Houston</td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Historic Name(s)</td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>NR, NR District, Status:</td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1940</td>
<td>Est</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Actual Source:</td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Historic Functions:</td>
</tr>
<tr>
<td>Architect:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Builder:</td>
</tr>
<tr>
<td>Architectural Description:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stylistic Influences:</td>
<td>MODERN-Minimal Traditional</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Significance Summary:</td>
<td>Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Criteria Met:</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Integrity:</td>
<td>Location</td>
<td>Design</td>
<td>Materials</td>
<td>Workmanship</td>
<td>Setting</td>
<td>Feeling</td>
<td>Association</td>
</tr>
<tr>
<td>Notes:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Eligibility:</td>
<td>Individually: No</td>
<td>Potential District: Yes</td>
<td>Status:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Recorded By: Susan Lassell, Jan Root
Date Recorded: 8/9/2006
Primary Image ID: 4576
**Project #** 1  
**Property #** 0178  
**Property Type** Building  
**County** Harris

**Address** 2212-2214 Alabama St.  
**City** Houston

**Current Name(s)**  
**Historic Name(s)**

**Current Designations:**  
- [ ] NR  
- [ ] NR District, Status:  
- [ ] RTHL  
- [ ] HTC  
- [ ] SAL  
- [ ] Local  
- [ ] NHL

**Construction Date:** 1930  
**[ ] Est**  
**[✓] Actual**  
**Source:** Tax Appraiser  
**[ ] Modified, Dates:** 0

**Current Functions:** DOMESTIC-Multiple Dwelling  
**Historic Functions:** DOMESTIC-Multiple Dwelling

**Architectural Description:**

**Stylistic Influences:** MODERN-Minimal Traditional  
**Builder:**

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

**NR Criteria Met:**  
- [ ] A  
- [ ] B  
- [ ] C  
- [ ] D

**Integrity:**  
- [ ] Location  
- [ ] Design  
- [ ] Materials  
- [ ] Workmanship  
- [ ] Setting  
- [ ] Feeling  
- [ ] Association

**Notes:**

**NR Eligibility:** Individually: No  
**Potential District:** Yes  
**Status:**

**Recorded By:** Susan Lassell, Jan Root  
**Date Recorded:** 8/9/2006

**Primary Image ID:** 4575
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met:  □ A  □ B  □ C  □ D
Integrity:  □ Location  □ Design  □ Materials  □ Workmanship  □ Setting  □ Feeling  □ Association
Notes: 
NR Eligibility:  Individually:  No  Potential District:  Yes  Status: 

Recorded By:  Susan Lassell, Jan Root
Date Recorded:  8/9/2006
Primary Image ID:  4573
**Project #**: 1  
**Property #**: 0181  
**Property Type**: Building  
**County**: Harris

**Address**: 2302 Alabama St.  
**City**: Houston

**Current Name(s)**:  
**Historic Name(s)**:  

**Current Designations**:  
- [ ] NR  
- [ ] NR District, Status:  
- [ ] RTHL  
- [ ] HTC  
- [ ] SAL  
- [ ] Local  
- [ ] NHL

**Construction Date**: 1940  
**Est**: Yes  
**Actual Source**: Tax Appraiser  
**Modified, Dates**: 0

**Current Functions**: DOMESTIC-Multiple Dwelling  
**Historic Functions**: DOMESTIC-Multiple Dwelling

**Architectural Description**:  

**Stylistic Influences**: MODERN-Minimal Traditional

**Architect**:  
**Builder**:  

**Significance Summary**:  
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

**NR Criteria Met**:  
- [ ] A  
- [ ] B  
- [ ] C  
- [ ] D

**Integrity**:  
- [ ] Location  
- [ ] Design  
- [ ] Materials  
- [ ] Workmanship  
- [ ] Setting  
- [ ] Feeling  
- [ ] Association

**Notes**:  

**NR Eligibility**: Individually: No  
**Potential District**: Yes  
**Status**:  

**Recorded By**: Susan Lassell, Jan Root  
**Date Recorded**: 8/9/2006  
**Primary Image ID**: 4572
Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.

NR Criteria Met:  □ A  □ B  □ C  □ D
Integrity:  □ Location  □ Design  □ Materials  □ Workmanship  □ Setting  □ Feeling  □ Association

NR Eligibility:  Individually: No  Potential District: Yes  Status: 

Recorded By: Susan Lassell, Jan Root  Date Recorded: 8/9/2006
Primary Image ID: 4571
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
<th>Property #</th>
<th>0183</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
<th>Harris</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>2310 Alabama St.</td>
<td>City</td>
<td>Houston</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
<td>Historic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1935</td>
<td>Est</td>
<td>8/9/2006</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Functions:</td>
<td>HEALTH CARE-Office</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Architect:</td>
<td></td>
<td>Builder:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Significance Summary:</td>
<td>Located within the NRHP eligible historic district identified as the Third Ward Historic District and is considered contributing to this historic district.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Criteria Met:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR Eligibility:</td>
<td>Individually: No</td>
<td>Potential District: Yes</td>
<td>Status:</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recorded By:</td>
<td>Susan Lassell, Jan Root</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date Recorded:</td>
<td>8/9/2006</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary Image ID:</td>
<td>4570</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.
## Project #1

### Property #0216

**Property Type:** Building  
**County:** Harris

### Address

2917 Wheeler St.

### City

Houston

### Current Name(s)

Historic Name(s)

### Current Designations:

- [ ] NR
- [ ] NR District, Status:
- [ ] RTHL
- [ ] HTC
- [ ] SAL
- [ ] Local
- [ ] NHL

### Construction Date:

1940  
Est  
Actual  
Source: Tax Appraiser  
Modified, Dates: 0

### Current Functions:

DOMESTIC-Single Dwelling

### Historic Functions:

DOMESTIC-Single Dwelling

### Architectural Description:


### Stylistic Influences:

MODERN-Minimal Traditional

### Architect:

Builder:

### Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

### NR Criteria Met:

- [ ] A
- [ ] B
- [ ] C
- [ ] D

### Integrity:

- [ ] Location
- [ ] Design
- [ ] Materials
- [ ] Workmanship
- [ ] Setting
- [ ] Feeling
- [ ] Association

### Notes:


### NR Eligibility:

- [ ] Individually: No
- [ ] Potential District: Yes
- [ ] Status:

### Recorded By:

Susan Lassell, Jan Root

### Date Recorded:

8/9/2006

### Primary Image ID:

4453
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
<th>Property #</th>
<th>0262</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
<th>Harris</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>2411 Wheeler St.</td>
<td>City</td>
<td>Houston</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
<td>Historic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>☐ NR</td>
<td>☐ NR District, Status:</td>
<td>☐ RTHL</td>
<td>☐ HTC</td>
<td>☐ SAL</td>
<td>☐ Local</td>
<td>☐ NHL</td>
<td></td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1940</td>
<td>Est</td>
<td>✓ Actual Source:</td>
<td>Tax Appraiser</td>
<td>☐ Modified, Dates:</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Architectural Description:**

**Stylistic Influences:** MODERN-Minimal Traditional

**Architect:** | Builder: |

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

**NR Criteria Met:** ☑ A ☐ B ☐ C ☐ D

**Integrity:** ☐ Location ☐ Design ☐ Materials ☐ Workmanship ☐ Setting ☐ Feeling ☐ Association

**Notes:**

**NR Eligibility:** Individually: No Potential District: Yes Status: |

**Recorded By:** Susan Lassell, Jan Root
**Date Recorded:** 8/9/2006

**Primary Image ID:** 4425
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property #</td>
<td>0263</td>
</tr>
<tr>
<td>Property Type</td>
<td>Building</td>
</tr>
<tr>
<td>County</td>
<td>Harris</td>
</tr>
<tr>
<td>Address</td>
<td>2415 Wheeler St.</td>
</tr>
<tr>
<td>City</td>
<td>Houston</td>
</tr>
</tbody>
</table>

**Current Name(s):**

**Historic Name(s):**

**Current Designations:**

<table>
<thead>
<tr>
<th>Box</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>NR</td>
</tr>
<tr>
<td>☐</td>
<td>NR District, Status:</td>
</tr>
<tr>
<td>☐</td>
<td>RTHL</td>
</tr>
<tr>
<td>☐</td>
<td>HTC</td>
</tr>
<tr>
<td>☐</td>
<td>SAL</td>
</tr>
<tr>
<td>☐</td>
<td>Local</td>
</tr>
<tr>
<td>☐</td>
<td>NHL</td>
</tr>
</tbody>
</table>

**Construction Date:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>Est</td>
</tr>
<tr>
<td>☑</td>
<td>Actual Source:</td>
</tr>
</tbody>
</table>

**Construction Date:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>Est</td>
</tr>
<tr>
<td>☑</td>
<td>Actual Source:</td>
</tr>
</tbody>
</table>

**Current Functions:**

**Historic Functions:**

**Architectural Description:**

**Stylistic Influences:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>REVIVALS-Tudor Revival</td>
<td></td>
</tr>
</tbody>
</table>

**Architect:**

**Builder:**

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

**NR Criteria Met:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☑</td>
<td>A</td>
</tr>
</tbody>
</table>

**Integrity:**

<table>
<thead>
<tr>
<th>Box</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐</td>
<td>Location</td>
</tr>
<tr>
<td>☐</td>
<td>Design</td>
</tr>
<tr>
<td>☐</td>
<td>Materials</td>
</tr>
<tr>
<td>☐</td>
<td>Workmanship</td>
</tr>
<tr>
<td>☐</td>
<td>Setting</td>
</tr>
<tr>
<td>☐</td>
<td>Feeling</td>
</tr>
<tr>
<td>☐</td>
<td>Association</td>
</tr>
</tbody>
</table>

**Notes:**

**NR Eligibility:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

**Potential District:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**Status:**

**Recorded By:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Susan Lassell, Jan Root</td>
<td></td>
</tr>
</tbody>
</table>

**Date Recorded:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/9/2006</td>
<td></td>
</tr>
</tbody>
</table>

**Primary Image ID:**

<table>
<thead>
<tr>
<th>Value</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4426</td>
<td></td>
</tr>
<tr>
<td>Project #</td>
<td>1</td>
</tr>
<tr>
<td>-----------</td>
<td>---</td>
</tr>
<tr>
<td>Property #</td>
<td>0264</td>
</tr>
<tr>
<td>Property Type</td>
<td>Building</td>
</tr>
<tr>
<td>County</td>
<td>Harris</td>
</tr>
<tr>
<td>Address</td>
<td>2421 Wheeler St.</td>
</tr>
<tr>
<td>City</td>
<td>Houston</td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
</tr>
<tr>
<td>Historic Name(s)</td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
</tr>
<tr>
<td>NR</td>
<td>NR District, Status:</td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1940</td>
</tr>
<tr>
<td>Est</td>
<td>Actual</td>
</tr>
<tr>
<td>Modified, Dates:</td>
<td>0</td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
<tr>
<td>Architect:</td>
<td></td>
</tr>
<tr>
<td>Builder:</td>
<td></td>
</tr>
<tr>
<td>Stylistic Influences:</td>
<td>MODERN-Minimal Traditional</td>
</tr>
<tr>
<td>Significance Summary:</td>
<td>Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.</td>
</tr>
<tr>
<td>NR Criteria Met:</td>
<td>A</td>
</tr>
<tr>
<td>Integrity:</td>
<td>Location</td>
</tr>
<tr>
<td>Notes:</td>
<td></td>
</tr>
<tr>
<td>NR Eligibility:</td>
<td>Individually: No</td>
</tr>
<tr>
<td>Potential District:</td>
<td>Yes</td>
</tr>
<tr>
<td>Status:</td>
<td></td>
</tr>
<tr>
<td>Recorded By:</td>
<td>Susan Lassell, Jan Root</td>
</tr>
<tr>
<td>Date Recorded:</td>
<td>8/9/2006</td>
</tr>
<tr>
<td>Primary Image ID:</td>
<td>4427</td>
</tr>
</tbody>
</table>
### Project #1

**Property #**: 0265  
**Property Type**: Building  
**County**: Harris

**Address**: 2505 Wheeler St.  
**City**: Houston

#### Current Designations:
- [ ] NR
- [ ] NR District, Status:  
- [ ] RTHL  
- [ ] HTC  
- [ ] SAL  
- [ ] Local  
- [ ] NHL

#### Construction Date:
- Estimated: 1940  
- Actual Source: Tax Appraiser

#### Current Functions:
- DOMESTIC-Single Dwelling

#### Architectural Description:

#### Stylistic Influences:
- MODERN-Minimal Traditional

#### Architect:  
**Builder:**

#### Significance Summary:
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

#### NR Criteria Met:  
- [✓] A  
- [ ] B  
- [ ] C  
- [ ] D

#### Integrity:
- [ ] Location  
- [ ] Design  
- [ ] Materials  
- [ ] Workmanship  
- [ ] Setting  
- [ ] Feeling  
- [ ] Association

#### Notes:

#### NR Eligibility:  
- Individually: No  
- Potential District: Yes  
- Status:

#### Recorded By: Susan Lassell, Jan Root
**Date Recorded:** 8/9/2006

**Primary Image ID**: 4428
<table>
<thead>
<tr>
<th>Project #</th>
<th>Property #</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0266</td>
<td>Building</td>
<td></td>
<td>Harris</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>2509 Wheeler St.</td>
<td>Houston</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Name(s)</th>
<th>Historic Name(s)</th>
</tr>
</thead>
</table>

Current Designations:

- NR
- NR District, Status
- RTHL
- HTC
- SAL
- Local
- NHL

<table>
<thead>
<tr>
<th>Construction Date:</th>
<th>Actual Source:</th>
<th>Modified, Dates:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1940</td>
<td>Tax Appraiser</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Current Functions:</th>
<th>Historic Functions:</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOMESTIC-Single Dwelling</td>
<td>DOMESTIC-Single Dwelling</td>
</tr>
</tbody>
</table>

Architectural Description:

Stylistic Influences:

- REVIVALS-Tudor Revival

Architect: Builder:

Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

NR Criteria Met:

- A
- B
- C
- D

Integrity:

- Location
- Design
- Materials
- Workmanship
- Setting
- Feeling
- Association

Notes:

NR Eligibility: Individually: No | Potential District: Yes |

Recorded By: Susan Lassell, Jan Root

Date Recorded: 8/9/2006

Primary Image ID: 4429
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.
Address: 2517 Wheeler St.  City: Houston

Current Name(s): Jackson Mortuary  Historic Name(s):

Current Designations:
- NR
- NR District, Status:
- RTHL
- HTC
- SAL
- Local
- NHL

Construction Date: 1958  Est. Actual Source: Tax Appraiser  Modified, Dates: 0

Current Functions:
- DOMESTIC-Single Dwelling

Historic Functions:
- FUNERARY/MORTUARY

Architectural Description:

Stylistic Influences:
- MODERN-Other
- Contemporary

Architect:  Builder:

Significance Summary:
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and is considered contributing to this historic district.

NR Criteria Met:  A  B  C  D

Integrity:
- Location
- Design
- Materials
- Workmanship
- Setting
- Feeling
- Association

Notes:

NR Eligibility:  Individually: No  Potential District: Yes  Status:

Recorded By: Susan Lassell, Jan Root  Date Recorded: 8/9/2006

Primary Image ID: 4431
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.
**Architectural Description:**

**Stylistic Influences:** MODERN-Minimal Traditional

**Architect:**  

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

**NR Criteria Met:** ✔ A  

**Integrity:**  

**Notes:**

**NR Eligibility:** Individually: No  

**Potential District:** Yes  

**Status:**

---

**Recorded By:** Susan Lassell, Jan Root  

**Date Recorded:** 8/9/2006  

**Primary Image ID:** 4479
**Project #**: 1  
**Property #:**: 0281  
**Property Type**: Building  
**County**: Harris

**Address**: 2414 Wheeler St.  
**City**: Houston

**Current Name(s)**:  
**Historic Name(s)**:  

**Current Designations**:  
- NR  
- NR District, Status:  
- RTHL  
- HTC  
- SAL  
- Local  
- NHL

**Construction Date**: 1930  
**Est**  
**Actual Source**: Tax Appraiser  
**Modified, Dates**: 0

**Current Functions**: DOMESTIC-Single Dwelling  
**Historic Functions**: DOMESTIC-Single Dwelling

**Architectural Description**:  

**Stylistic Influences**: REVIVALS-Colonial Revival  
**Builder**:  

**Significance Summary**:  
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

**NR Criteria Met**:  
- A  
- B  
- C  
- D

**Integrity**:  
- Location  
- Design  
- Materials  
- Workmanship  
- Setting  
- Feeling  
- Association

**Notes**:  

**NR Eligibility**: Individually: No  
**Potential District**: Yes  
**Status**:  

**Recorded By**: Susan Lassell, Jan Root  
**Date Recorded**: 8/9/2006  
**Primary Image ID**: 4478
Project # 1 Property # 0282 Property Type Building County Harris

Address 2418 Wheeler St. City Houston

Current Name(s) Historic Name(s)

Current Designations:

☐ NR ☐ NR District, Status: ☐ RTHL ☐ HTC ☐ SAL ☐ Local ☐ NHL

Construction Date: 1930 Est Actual Source: Tax Appraiser Modified, Dates: 0

Current Functions: DOMESTIC-Single Dwelling

Historic Functions: DOMESTIC-Single Dwelling

Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional

Builder:

Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

NR Criteria Met: ☑ A ☐ B ☐ C ☐ D

Integrity: ☐ Location ☐ Design ☐ Materials ☐ Workmanship ☐ Setting ☐ Feeling ☐ Association

Notes:

NR Eligibility: Individually: No Potential District: Yes Status:

Recorded By: Susan Lassell, Jan Root

Date Recorded: 8/9/2006

Primary Image ID: 4477
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property #</td>
<td>0283</td>
</tr>
<tr>
<td>Property Type</td>
<td>Building</td>
</tr>
<tr>
<td>County</td>
<td>Harris</td>
</tr>
<tr>
<td>Address</td>
<td>2422 Wheeler St.</td>
</tr>
<tr>
<td>City</td>
<td>Houston</td>
</tr>
</tbody>
</table>

### Current Name(s)

<table>
<thead>
<tr>
<th>Historic Name(s)</th>
</tr>
</thead>
</table>

### Current Designations:

- [ ] NR
- [ ] NR District, Status:
- [ ] RTHL
- [ ] HTC
- [ ] SAL
- [ ] Local
- [ ] NHL

### Construction Date:

- [ ] Est
- [ ] Actual
- [ ] Source: Tax Appraiser
- [ ] Modified, Dates: 0

### Current Functions:

- DOMESTIC-Single Dwelling

### Historic Functions:

- DOMESTIC-Single Dwelling

### Architectural Description:


### Stylistic Influences:

- MODERN-Minimal Traditional

### Architect: Builder:

### Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

### NR Criteria Met:

- [x] A
- [ ] B
- [ ] C
- [ ] D

### Integrity:

- [ ] Location
- [ ] Design
- [ ] Materials
- [ ] Workmanship
- [ ] Setting
- [ ] Feeling
- [ ] Association

### Notes:


### NR Eligibility:

- Individually: No
- Potential District: Yes
- Status:

### Recorded By:

- Susan Lassell, Jan Root

### Date Recorded:

- 8/9/2006

### Primary Image ID:

- 4476
**Project #** 1  
**Property #** 0284  
**Property Type** Building  
**County** Harris

**Address** 2506 Wheeler St.  
**City** Houston

**Current Name(s):**  
**Historic Name(s):**

**Current Designations:**  
- [ ] NR  
- [ ] NR District, Status:  
- [ ] RTHL  
- [ ] HTC  
- [ ] SAL  
- [ ] Local  
- [ ] NHL

**Construction Date:** [1930]  
**Est** [ ]  
**Actual Source:** Tax Appraiser  
**Modified, Dates:** [0]

**Current Functions:** DOMESTIC-Single Dwelling  
**Historic Functions:** DOMESTIC-Single Dwelling

**Architectural Description:**

**Stylistic Influences:** MODERN-Minimal Traditional

**Architect:**  
**Builder:**

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

**NR Criteria Met:** [✓] A  
**Integrity:**  
**Location** [ ]  
**Design** [ ]  
**Materials** [ ]  
**Workmanship** [ ]  
**Setting** [ ]  
**Feeling** [ ]  
**Association** [ ]

**Notes:**

**NR Eligibility:** Individually: [No]  
**Potential District:** [Yes]  
**Status:**

**Recorded By:** Susan Lassell, Jan Root  
**Date Recorded:** 8/9/2006

**Primary Image ID:** 4475
Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.
Project # 1

Property # 0286

Property Type Building

County Harris

Address 2512 Wheeler St.

City Houston

Current Name(s) ____________________________ Historic Name(s) ____________________________

Current Designations:

☐ NR ☐ NR District, Status: ____________________________ ☐ RTHL ☐ HTC ☐ SAL ☐ Local ☐ NHL

Construction Date: 1930

Est: ☑ Actual Source: Tax Appraiser

Modified, Dates: 0

Current Functions: DOMESTIC-Single Dwelling

Historic Functions: DOMESTIC-Single Dwelling

Architectural Description:

Stylistic Influences: MODERN-Minimal Traditional

Architect: ____________________________ Builder: ____________________________

Significance Summary:

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

NR Criteria Met: ☑ A ☐ B ☐ C ☐ D

Integrity: ☐ Location ☐ Design ☐ Materials ☐ Workmanship ☐ Setting ☐ Feeling ☐ Association

Notes: ____________________________

NR Eligibility: Individually: No Potential District: Yes Status: ____________________________

Recorded By: Susan Lassell, Jan Root

Date Recorded: 8/9/2006

Primary Image ID: 4473
<table>
<thead>
<tr>
<th>Project #</th>
<th>1</th>
<th>Property #</th>
<th>0287</th>
<th>Property Type</th>
<th>Building</th>
<th>County</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>2520 Wheeler St.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City</td>
<td>Houston</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Name(s)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Designations:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NR</td>
<td>NR District, Status:</td>
<td></td>
<td>RTHL</td>
<td>HTC</td>
<td>SAL</td>
<td>Local</td>
<td>NHL</td>
</tr>
<tr>
<td>Construction Date:</td>
<td>1940</td>
<td>Est</td>
<td>Actual Source:</td>
<td>Tax Appraiser</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Modified, Dates:</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Current Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Functions:</td>
<td>DOMESTIC-Single Dwelling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Architectural Description:**

**Stylistic Influences:** REVIVALS-Colonial Revival

**Architect:** | **Builder:** |

**Significance Summary:**

Located within the NRHP eligible historic district identified as the Third Ward South Historic District and considered contributing to this historic district.

**NR Criteria Met:**  ✓ A  □ B  □ C  □ D  

**Integrity:**  □ Location  □ Design  □ Materials  □ Workmanship  □ Setting  □ Feeling  □ Association  

**Notes:** |

**NR Eligibility:**  Individually: No  Potential District: Yes  Status:  

**Recorded By:** Susan Lassell, Jan Root  
**Date Recorded:** 8/9/2006  
**Primary Image ID:** 4472