

**APPENDIX A
MITIGATION AND MONITORING PLAN**

The mitigation measures and other project features that reduce adverse impacts, to which FTA and METRO committed in the Supplemental Final Environmental Impact Statement (SFEIS), are summarized in the table below. This summary table is provided in the Record of Decision (ROD) to facilitate the monitoring of the implementation of the mitigation measures. However, the SFEIS provides the full description of all mitigation measures that are included in the Project. METRO will establish a program for monitoring the implementation of the mitigation measures as part of its Project Management Plan.

METRO is prohibited from eliminating or altering any of the mitigation commitments identified in the SFEIS for the Project without express written approval by FTA. In addition, any change to the Project that may involve new or changed environmental or community impacts not considered in the SFEIS must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771.130). METRO will immediately notify FTA of any change to the project that differs in any way from what the SFEIS says. If a change is needed, the FTA will determine the appropriate level of environmental review (i.e., a written re-evaluation of the SFEIS, an environmental assessment of the change, or another supplemental environmental impact statement), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination, or, if necessary, an amendment of this ROD.

Mitigation ID Number	Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
1	<p><u>Traffic</u> The following mitigation measures will be implemented to address impacts on signalized intersections:</p> <ul style="list-style-type: none"> • Corridor-wide use of 90-second cycle length. • Optimized signal timing splits at each intersection. • Corridor-wide interconnected coordinated traffic signal system. • New traffic signal controllers, pedestrian controls, and signage at signalized intersections. • Traffic signal phasing operations with a special LRT vehicle phase. • Protected left turn phases for traffic turning across the tracks from parallel lanes. • METRO Police will continue to coordinate with state and local authorities on public safety and traffic within the corridor. Educational programs to alert the traveling public of the new transit vehicles will be conducted in the corridor. <p>See Section 4.2.7 of the SFEIS.</p>	<p>The mitigation measures will be included in the traffic design and signal operations plan as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence. The operations will be tested for effectiveness during pre-revenue testing.</p>	METRO	Final Design, Construction
1A	<p><u>Traffic</u> New signalized intersections that allow left turns will be added at the following locations: mid-block on Rusk between the downtown terminus and IH-45; between Bagby and Avenida de las Americas on Capitol and Rusk; on Jackson at Rusk; on Hamilton at Capitol; on Texas at St. Emanuel, Bastrop, St. Charles, Live Oak, and Nagle; track crossings of Hamilton south of Texas and north of Rusk; at IH-45 northbound off-ramp; at Hadley Street; intersection of Scott and Reeves; southbound lanes for the Calhoun and Martin Luther King Boulevard intersection; Martin Luther King Boulevard at intersections with South MacGregor Drive, Arvilla Lane, Madalyn Lane, and Cortelyou Lane; and Griggs Road at Beekman Road and Sunrise Road.</p>	<p>The mitigation measures will be included in the traffic design and signal operations plan as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence. The operations will be tested for effectiveness during pre-revenue testing.</p>	METRO	Final Design, Construction

Mitigation ID Number	Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
1B	<p><u>Truck Access to Pennzoil Place (Hines Development)</u> The project includes the creation of a commercial use lane (8-9 feet wide) adjacent to the curb on Capitol that will be dedicated to drop-offs and pick-ups, and to the unloading and loading of large vehicles and trucks.</p>		METRO	Final Design
2	<p><u>Parking</u> Removal of on-street and off-street parking will be required. Parking removal impacts will be primarily limited to downtown. Impacts will be mitigated through enhancements made in the blocks along the alignment, including, but not limited to, the restriping and reconfiguration of on-street parking.</p> <p>Removal of off-street parking from commercial properties will be mitigated through compensation to property owners in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.</p> <p>The parking spaces removed at UH and Palm Center will be partially mitigated through restriping and reconfiguration of existing parking. See Section 4.4.3 of the SFEIS.</p>	<p>Property acquisitions will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.</p> <p>Mitigation measures involving restriping and reconfiguration of parking will be included as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design
2A	<p><u>Parking</u> The LRT will block 50 percent of entrances / exits to Rusk Garage. Reconfiguration of internal circulation ramps and access points will be necessary as part of the LRT project. METRO and Crescent will jointly develop a plan to reconfigure access to the Rusk Garage by relocating it from Rusk to San Jacinto. It is anticipated that the exit will also be diverted from Rusk to San Jacinto. Handicap parking will be accommodated by closing the entrance on Rusk and a redesign of the entrance / exit on San Jacinto.</p>		METRO	Final Design and Construction

Mitigation ID Number	Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
2B	<p><u>Traffic</u> At all garage exits in downtown that empty directly onto the LRT tracks, METRO will incorporate traffic control devices and signage in compliance with Texas Manual on Uniform Traffic Control Devices (TMUTCD). These safety features could possibly include flashers, crossing arms, and other warning devices.</p>		METRO	Final Design and Construction
3	<p><u>Safety and Security</u> METRO will provide transit education programs, METRO Police Patrol Officers, bilingual warning and caution signs, speed restrictions, and proper operator training. See Section 5.2.3.1 of the SFEIS.</p>	<p>METRO has and will continue an overall safety campaign designed to educate school children and the public at large and promote safety awareness for walking, working, and driving in and around the tracks and trains. The campaign will include safety programs for school children and community members in general, and is being tailored individually for the schools in the Southeast Corridor.</p>	METRO	Final Design, Construction, Operations
3A	<p><u>Safety and Security</u> METRO will implement safety/outreach initiatives targeted to each specific school and daycare facility along the corridor. See Section 5.2.3.1 of the SFEIS.</p>	<p>METRO has and will continue an overall safety campaign designed to educate school children and the public at large and promote safety awareness for walking, working, and driving in and around the LRT project. The campaign will include safety programs for school children and community members in general, and is being tailored individually for the schools in the Southeast Corridor.</p>	METRO	Final Design, Construction, Operations

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4	<p><u>Safety and Construction</u> METRO will identify and translate “vital documents” related to school and pedestrian safety and to construction impacts into the languages determined appropriate. Documents deemed vital will depend upon the importance of the information, encounter, or service involved, and the consequence to the person of limited English proficiency if the information in question is not provided in an understandable and timely manner.</p>	Monitoring the public involvement activities during final design to ensure that Limited English Proficiency populations understand.	METRO	Effective immediately upon FTA approval of this ROD
4A	<p><u>Safety and Construction</u> METRO will continue to improve on its public involvement strategies during final design, construction, and start-up in the areas of construction impacts and safety using, at METRO’s discretion, strategies to engage populations of Limited English Proficiency including using return receipt letters, signage on buses and shelters, notices to community-based organizations serving populations of Limited English Proficiency within the project area, and oral translators.</p>	Monitoring the public involvement activities during final design to ensure that Limited English Proficiency populations understand.	METRO	Effective immediately upon FTA approval of this ROD

Mitigation ID Number	Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
5	<p><u>Acquisitions and Displacements/Relocations</u> Mitigation for property acquisition and relocation procedures for displaced persons and businesses will be guided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and its implementing regulation at 49 CFR part 24.</p> <p>Relocations will be accomplished either by providing compensation for moving residences and businesses back from the proposed right-of-way (where possible), or by providing assistance to locate and acquire available properties elsewhere.</p> <p>METRO will identify and translate “vital documents” related to real property acquisition and relocation assistance into the appropriate language for any displaced person of Limited English Proficiency. “Vital documents” will include, at a minimum, information pamphlets about the rights of a displaced residence and business under the Uniform Relocation Assistance and Real Property Acquisition Policies Act and its implementing regulation (49 CFR part 24), and all letters and communications associated with a particular relocation, displacement, or property acquisition.</p> <p>See Section 5.3 of the SFEIS.</p>	<p>METRO is responsible for administering the Uniform Relocation Act with oversight by FTA, FTA contractors, and the USDOT’s Office of the Inspector General.</p> <p>Monitoring the real estate acquisition procedures for compliance with the Uniform Relocation Act and local procedures will occur.</p> <p>METRO will confirm that all acquisitions and relocations are conducted in compliance with the Act and its implementing regulation.</p>	METRO	Effective immediately upon FTA approval of this ROD
5A	<p><u>Property Acquisition</u> The new split station on the existing Red Line on Main Street will be built entirely within the existing public right-of-way.</p>	The final engineering documents will be checked for compliance.	METRO	Final Design and Construction
5B	<p><u>Property Acquisition</u> The track connection between the project and the existing Red Line on Main Street will be built entirely within existing public right-of-way.</p>	The final engineering documents will be checked for compliance.	METRO	Final Design and Construction

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6	<p><u>Neighborhood, Community Facilities, and Services</u> METRO will hold educational awareness programs to alert residents to the presence of LRT service and vehicles. The educational awareness program will include instructions on proper vehicular traffic control devices, including:</p> <ul style="list-style-type: none"> • Signage for the LRT system, and • Traffic signals at crosswalks and intersections. <p>See Section 5.2.3 of the SFEIS.</p>	METRO will institute an aggressive community outreach program to ensure that these commitments are fulfilled.	METRO	Final Design and Construction
7	<p><u>Environmental Justice</u> METRO will use community outreach and public involvement programs to involve the traditionally under-represented populations in station design and in the development of construction mitigation:</p> <ul style="list-style-type: none"> • Station design will incorporate the diversity and historic character of the local neighborhoods. • Through METRO's Real Estate Relocation Plan, METRO will make every effort to find replacement housing within the Southeast Corridor communities and keep communities intact. • METRO will work with the City of Houston Housing Authority through the Low Rent Public Housing Program and housing grant program for residential relocations. • Educational awareness and public outreach programs will continue to involve the traditionally under-represented populations through final design and construction of the project. <p>See Section 5.2.1 of the SFEIS.</p>	METRO will institute an aggressive community outreach program to ensure that these commitments are fulfilled.	METRO	Final Design; Construction

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8	<p><u>Visual/Aesthetic</u> METRO will plant screening vegetation/landscaping between the guideway and adjacent properties to replace removed vegetation and enhance the visual environment, where feasible and consistent with safety requirements. See Section 5.6.3 of the SFEIS.</p>	<p>METRO will work with affected property owners in implementing this mitigation measure.</p> <p>The visual and aesthetic mitigation measures will be included as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design and Construction
8A	<p><u>Neighborhoods</u> METRO will use landscaping and construct a screen wall to provide visual relief along the segment of the LRT alignment in the University Oaks neighborhood.</p>	<p>METRO will work with affected property owners in implementing this mitigation measure.</p>	METRO	Final Design, Construction
9	<p><u>Noise</u> Crossing bells and whistles will impact the University of Houston residence hall. METRO will specify the procurement of audible warning devices for this location that are specifically designed to minimize the adverse noise impact on the residence hall.</p> <p>The project will be designed so that no other noise impacts, as defined in FTA guidance, will occur.</p>	<p>The audible warning device will be tested for effectiveness during pre-revenue testing using the FTA noise impact criteria. METRO will ensure a design consistent with the assumptions that went into the noise analysis and resulted in no noise impacts except at the UH residence hall.</p>	METRO	Final Design

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10	<p><u>Ecosystems</u> The proposed layout of the storage tracks for the Southeast Corridor Storage Facility (Appendix D) will require modification of Kuhlman Gully. METRO will coordinate with the U.S. Army Corps of Engineers on the design of the facility to obtain any required permits and approvals prior to any construction activity at the site.</p> <p>Specific biological surveys will be conducted on Kuhlman Gully at the Southeast Corridor Storage Facility location. METRO will coordinate with the U.S. Fish and Wildlife Service and with the appropriate State agency during and after the biological surveys.</p> <p>METRO will minimize the clearing and cutting of trees. All such work will be performed outside of avian nesting season (Spring).</p> <p>See Section 5.7 of the SFEIS.</p>	<p>The mitigation measures for ecosystems will be included as part of the construction plans and specifications. Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design and Construction
10A	<p><u>Ecosystems</u> The layout of the storage tracks for the Southeast Corridor Storage Facility (Appendix D) will require further coordination with TxDOT during final design to maximize the transportation value of the property and to avoid adverse impacts on the nearby residential properties.</p>		METRO	Final Design
11	<p><u>Surface Waters</u> The Southeast Corridor Storage Facility will include a catchment basin and filtration system to prevent direct runoff into Kuhlman's Gully, a tributary of Brays Bayou.</p> <p>METRO will construct a grassy swale at the Southeast Corridor Storage Facility to act as a temporary detention facility and conveyance system. See Section 5.8.1 and 5.8.6 of the SFEIS.</p>	<p>The mitigation measures for surface waters will be included as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design and Construction

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12	<p><u>Floodplains</u> The bridge over Brays Bayou will require piers that encroach into the floodway due to the pier displacement of water in the bayou. METRO will coordinate the new bridge with the Harris County Flood Control District and will design the bridge and approaches to it to comply with FEMA, the City of Houston, and Harris County Flood Control District floodplain development criteria.</p> <p>A detailed hydraulic analysis will be performed as the details of the bridge design are finalized.</p> <p>See Section 5.8.3 and 5.8.6 of the SFEIS.</p>		METRO	Final Design and Construction
13	<p><u>Historic Resources</u> All project facilities including but not limited to stations, tracks, traction power system elements, and noise walls, will be designed to be compatible with affected historic properties and conform to the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Design plans will be developed in consultation with SHPO and will be subject to SHPO review at three stages in accordance with Stipulation IV.D of the amended MOA. See Section 5.9 and Appendix F of the SFEIS and the MOA in Appendix C of this document.</p>	<p>METRO will comply with the MOA.</p> <p>Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design
13A	<p><u>Historic Resources</u> The width of the rail alignment on Scott Street between Interstate 45 and Griggs Road will be minimized to avoid adverse effects on the historic properties fronting on Scott Street. See Section 5.9 and Appendix F of the SFEIS and the MOA in Appendix C of this document.</p>	<p>Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design

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13B	<u>Historic Resources</u> METRO shall ensure that all activities carried out in fulfillment of the Amended MOA are performed by, or under the direct supervision and control of, a person or persons who meet the relevant professional qualification standards in the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation." See Section 5.9 and Appendix F of the SFEIS and the MOA in Appendix C of this document.	Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.	METRO	Final Design and Construction
13C	<u>Historic Resources</u> METRO shall develop and conduct a Worker Education Program for construction personnel. The program must be designed to teach contractors and workers about the Federal requirements for the protection of historic properties and the appropriate action to take if unanticipated archaeological discoveries occur during construction. See Section 5.9 and Appendix F of the SFEIS and the MOA in Appendix C of this document.	Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.	METRO	Final Design and Construction
13D	<u>Historic Resources</u> METRO shall conduct, through a qualified archaeologist, in-depth historic archival research on all previously undisturbed parcels of land on which any excavation whatsoever will occur. See Section 5.9 and Appendix F of the SFEIS and the MOA in Appendix C of this document.	METRO will hire or contract with a qualified archaeologist.	METRO	Land Acquisition and Final Design
13E	<u>Historic Resources</u> The new split station on the existing Red Line on Main Street will be built entirely within the existing public right-of-way.	The final engineering documents will be checked for compliance.	METRO	Final Design
13F	<u>Historic Resources</u> The track connection between the project and the existing Red Line on Main Street will be built entirely within existing public right-of-way.	The final engineering documents will be checked for compliance.	METRO	Final Design

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14	<p><u>Parklands</u> METRO will replace any trees lost as a result of the project. The Tree Preservation Plan will comply with the City of Houston Tree and Shrub Ordinance (No. 1999-425) and will be reviewed by the City of Houston Parks and Recreation Department. The location of replacement trees within the park would be determined in consultation with the parks department.</p> <p>The project will provide a new signalized intersection with left-turn lanes at the park entrance on Martin Luther King Boulevard and will widen the park entrance drive to provide for the left turn lanes, See Section 5.10 of the SFEIS.</p>	<p>The mitigation measures for parklands will be included as part of the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction
15	<p><u>Hazardous/Regulated Material Sites</u> METRO will remediate (or negotiate for remediation with landowner) any contaminated soil or groundwater found on property used by the project. The design and preparation of required monitoring and remediation plans will be coordinated with the TCEQ.</p> <p>See Section 5.12 of the SFEIS.</p>	<p>METRO will monitor property acquisition activities and subsequent testing for compliance. METRO will review site clean-up documentation in advance of construction.</p>	METRO	Final Design
15A	<p><u>Traction Power Electrical System</u> METRO will comply with the National Electrical Safety Code to ensure a safe distance between the Overhead Contact System (OCS) and all high voltage transmission lines that either cross or run adjacent to the Southeast Corridor alignment.</p>		METRO	Final Design
16	<p><u>Business Disruption</u> As part of Final Design, METRO will develop a phased construction plan and will have its contractor coordinate the phased construction plan with Downtown stakeholders prior to construction. This plan will address temporary access and coordination with other major construction projects.</p>	<p>METRO will consult with the City of Houston and the Houston Downtown Management District on the construction plan and schedule.</p>	METRO	Final Design

Mitigation ID Number	Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
16A	<p><u>Public Utilities</u> METRO will provide for maintenance and operation of existing sanitary and other public works facilities along the Southeast Corridor. The project will allow access to existing manholes or will construct new manholes so that City operations can continue as they do presently. Neither ground borne vibration from the LRT nor LRT vehicle load distribution will impact the City's subsurface sanitary facilities along the alignment.</p>		METRO	Final Design
17	<p><u>Construction Impacts (Access and Circulation)</u> METRO will maintain access to adjacent businesses during hours of operation and notify business owners ahead of time of any rerouting of vehicular or pedestrian traffic accessing the business.</p> <p>Maintenance of traffic and sequencing of construction will be planned and scheduled by METRO with the objective of minimizing business disruption. . These plans will be updated as warranted throughout the project. Access to all businesses and residences will be maintained. See section 5.14.3 of the SFEIS.</p>	<p>METRO will comply with appropriate state and local requirements concerning the closing of roadways as stated in both the <i>Standard Specifications for Public Works Construction</i> and <i>Texas Manual on Uniform Traffic Control Devices</i>. Construction documents and mitigation measures will be approved by local traffic engineering authorities prior to initiation of construction.</p> <p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction

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18	<p><u>Construction Impacts (Utilities)</u> Impacts of temporary utility service interruptions during construction will be minimized by carefully scheduling the occasional interruptions and notifying affected properties prior to service interruptions.</p> <ul style="list-style-type: none"> • Businesses and residences affected by utility disruptions will be notified of the disruptions at least two weeks in advance. • Down periods for businesses will occur during off-business hours and will not exceed a 24-hour period. • Businesses such as restaurants, grocery stores, and food preparation/manufacturing facilities will be accommodated to protect food preparation and storage mechanisms. <p>See Section 5.14.5 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to insure compliance.</p> <p>Should utilities be discovered during construction that had not been identified prior to construction, work will be discontinued based on the nature of the utility and its associated impact on the work zone. Appropriate utility companies and agencies will be contacted to identify the line(s). The discovered line will not be disrupted until businesses and residences are notified and the utility owner/operator has approved the proposed alteration.</p>	METRO	Final Design, Construction

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19	<p><u>Construction Impacts (Air Quality)</u></p> <p>The following measures will be used to minimize particulate emissions:</p> <p><i>Site Preparation</i></p> <ul style="list-style-type: none"> • Minimize land disturbance; • Use watering trucks to minimize dust; • Cover trucks when hauling dirt; • Stabilize the surface of dirt piles if not removed immediately; • Use windbreaks to prevent any accidental dust pollution; and • Limit vehicular paths and stabilize these temporary roads. <p><i>Construction</i></p> <ul style="list-style-type: none"> • Cover trucks when transferring materials; • Use dust suppressants on unpaved traveled paths; • Minimize unnecessary vehicular and machinery activities; and • Minimize dirt track-out by cleaning or washing tires before leaving the construction site. <p><i>Post Construction</i></p> <ul style="list-style-type: none"> • Revegetate any disturbed land not used; • Remove unused material; • Remove dirt piles; and • Revegetate all vehicular paths created during construction. <p>See Section 5.14.6 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction

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20	<p><u>Construction Impacts (Noise and Vibration)</u> METRO will comply with state and local regulations concerning construction noise and vibration.</p> <p>A detailed vibration assessment incorporating the likely construction scenarios will be performed during final design. If supported by the findings of the detailed assessment, METRO will:</p> <ul style="list-style-type: none"> • Limit the hours of construction activities; • Use pre-bored piles, if technically feasible for the soils involved; • Provide specific truck routes to each construction site to avoid or minimize the use of residential streets; and • Provide a careful maintenance and lubrication program for heavy equipment. <p>See Section 5.14.7 of the SFEIS.</p>	<p>The local and state requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards and that construction material be handled and transported in such a manner as not to create unnecessary noise.</p> <p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction
22	<p><u>Construction Impacts (Excavation, Fill Materials, Debris, and Spoil)</u> METRO will comply with appropriate Federal, state, and local regulations for the disposal of debris and spoil generated during construction. Only "clean" fill material will be used for construction of the LRT. For contaminated spoil, the design and preparation of a Remedial Action Work Plan will be coordinated with and approved by the TCEQ and local regulatory authorities.</p> <p>METRO will develop an Emergency Response Plan as part of the overall Health and Safety Plan for the project.</p> <p>See Section 5.14.9 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction

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23	<p>Construction Impacts (Water Quality and Runoff) A Texas Pollutant Discharge Elimination System (TPDES) General Permit for Storm Water Discharges Associated with Construction Activities will be acquired. METRO will develop a Storm Water Pollution Prevention Plan (SWP3) and submit a NOI to the TCEQ at least 48 hours before commencing construction activities.</p> <p>The construction of the in-water piers for the Brays Bayou bridge will require acquisition of, and compliance with, a Section 401 permit. Per Section 401 permit requirements, METRO will submit the following to TCEQ:</p> <ul style="list-style-type: none"> • A completed 401 certification questionnaire • A completed Alternatives Analysis Checklist • A USGS map with the location of the project clearly marked • Photographs or a video cassette showing the project area and any associated disposal areas. <p>The Best Management Practices (BMPs) that are either recommended or required by the TCEQ will be implemented.</p> <p>The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this project. See Section 5.14.10 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to ensure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction

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23A	<p>Construction Impacts (Water Quality and Runoff) To minimize effects on water quality, resulting from sedimentation, the following methods will be implemented in all construction areas:</p> <ul style="list-style-type: none"> • The amount of exposed soil area and the length of time exposed will be minimized; • Stormwater runoff will be mechanically retarded to minimize erosion and sediment in runoff waters; and • Stormwater facilities will be modified or supplemented to accommodate the increased runoff caused by changed soil and surface conditions during construction. <p>See Section 5.14.10 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Construction
24	<p>Construction Impacts (Construction Staging Areas) Staging areas will be required for the storage of equipment and materials. Preliminary sites are the existing METRO properties located at the Southeast Transit Center and the proposed park-and-ride lot at the Palm Center Station. As with all project features, any change would require appropriate environmental review and FTA's written approval. All equipment and materials will be stored at staging areas in conformance with applicable local regulations.</p> <p>A Storm Water Pollution Prevention Plan will be developed that would incorporate the Best Management Practices (BMPs) that are either recommended or required by the TCEQ, and the approved plan will be implemented to prevent storm water runoff from construction staging areas.</p> <p>After the construction is complete, any vegetative features removed will be restored and ground-covering vegetation will be planted on any exposed land to prevent air and water erosion.</p> <p>See Section 5.14.12 of the SFEIS.</p>	<p>The mitigation measures for construction impacts will be included in the construction plans and specifications. Construction will be monitored to insure compliance with construction documents and field modifications cannot be made without review and concurrence.</p>	METRO	Final Design, Construction

