

# Dallas to Houston High-Speed Rail Final Environmental Impact Statement

## Appendix E: Combined Tech Memos Set 2 of 2

Traffic Operation Technical Memorandum  
Land Use Technical Memorandum  
Socioeconomic and Community Facilities Technical Memorandum  
Environmental Justice Technical Memorandum  
Cultural Resources Technical Memorandum  
Soils and Geology Technical Memorandum



Federal Railroad  
Administration



TECHNICAL MEMORANDUM  
TRAFFIC OPERATION

To: Kevin Wright, FRA

From: Sam Higgins, AECOM

Date: May 31, 2019

RE: Dallas to Houston HSR – Traffic Operation

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FRA evaluated the impact to intersections around the Dallas and Houston Terminal Stations from the Project. This technical memorandum summarizes the data collection used as inputs for determining the station area traffic impacts for the Dallas to Houston High-Speed Rail Project (the Project) and to summarize the results of the traffic impact analyses and street modifications needed to maintain No Build, or better, intersection Level of Service (LOS) and delay condition. The evaluation was based on the conceptual station designs in the **TCRR Final Conceptual Engineering Report (Appendix F) and TCRR Final Conceptual Engineering Plans and Details (Appendix G)**. The Final Concept Engineering Report and the LOD include intersection improvements based on TCRR traffic analysis.

The traffic data collection includes descriptions of the required data and data sources for the traffic operational analysis, including:

- Traffic counts
- Signal timing plans
- Intersection geometry
- Travel demand models

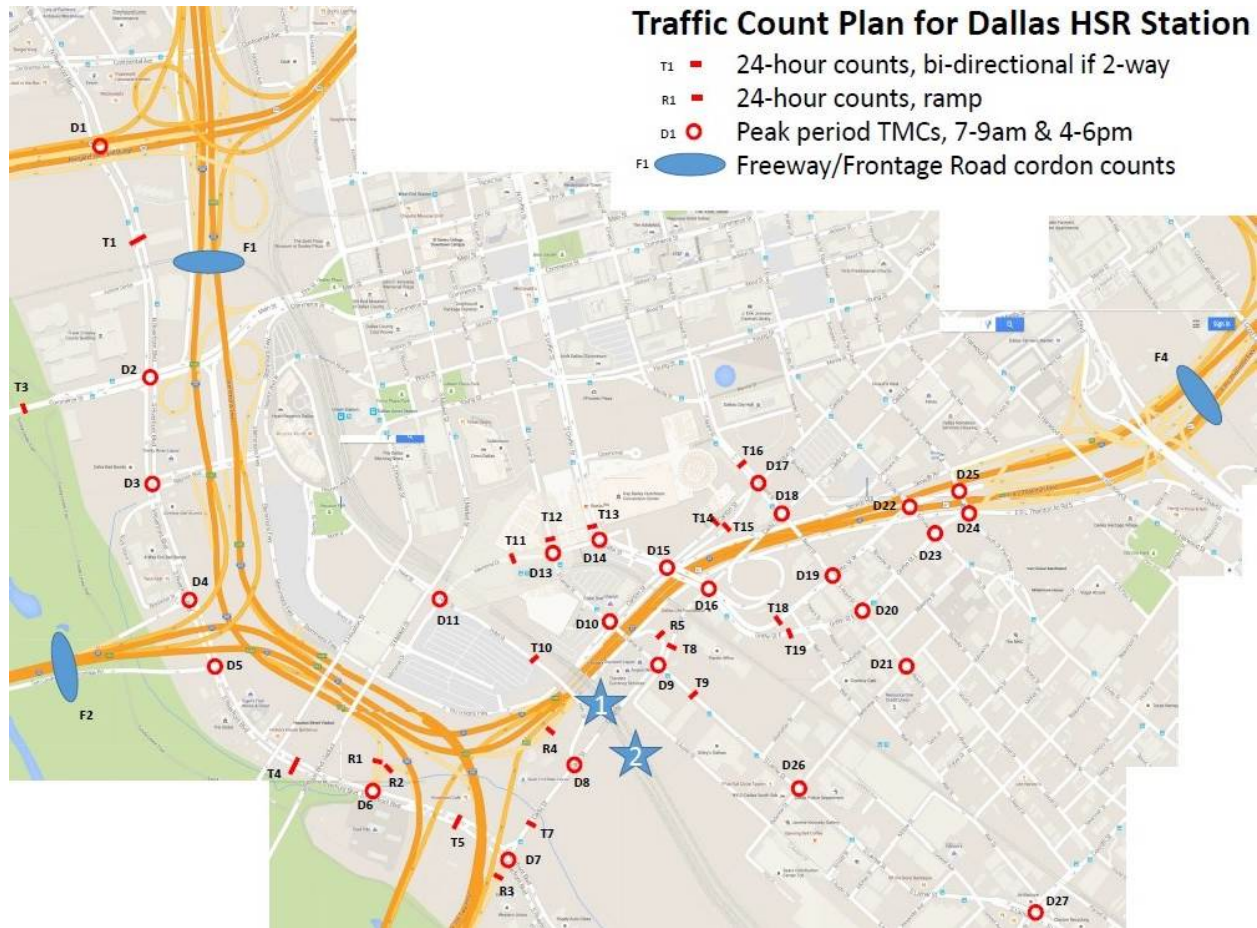
The traffic operation overview describes the station area traffic volumes and patterns and the subsequent impact they have on the roadway network and the modification needed to mitigate the impacts. The subsections include:

- Trip generation and distribution
- Trip assignment
- Existing conditions
- Traffic impacts
- Intersection mitigation

## DATA COLLECTION

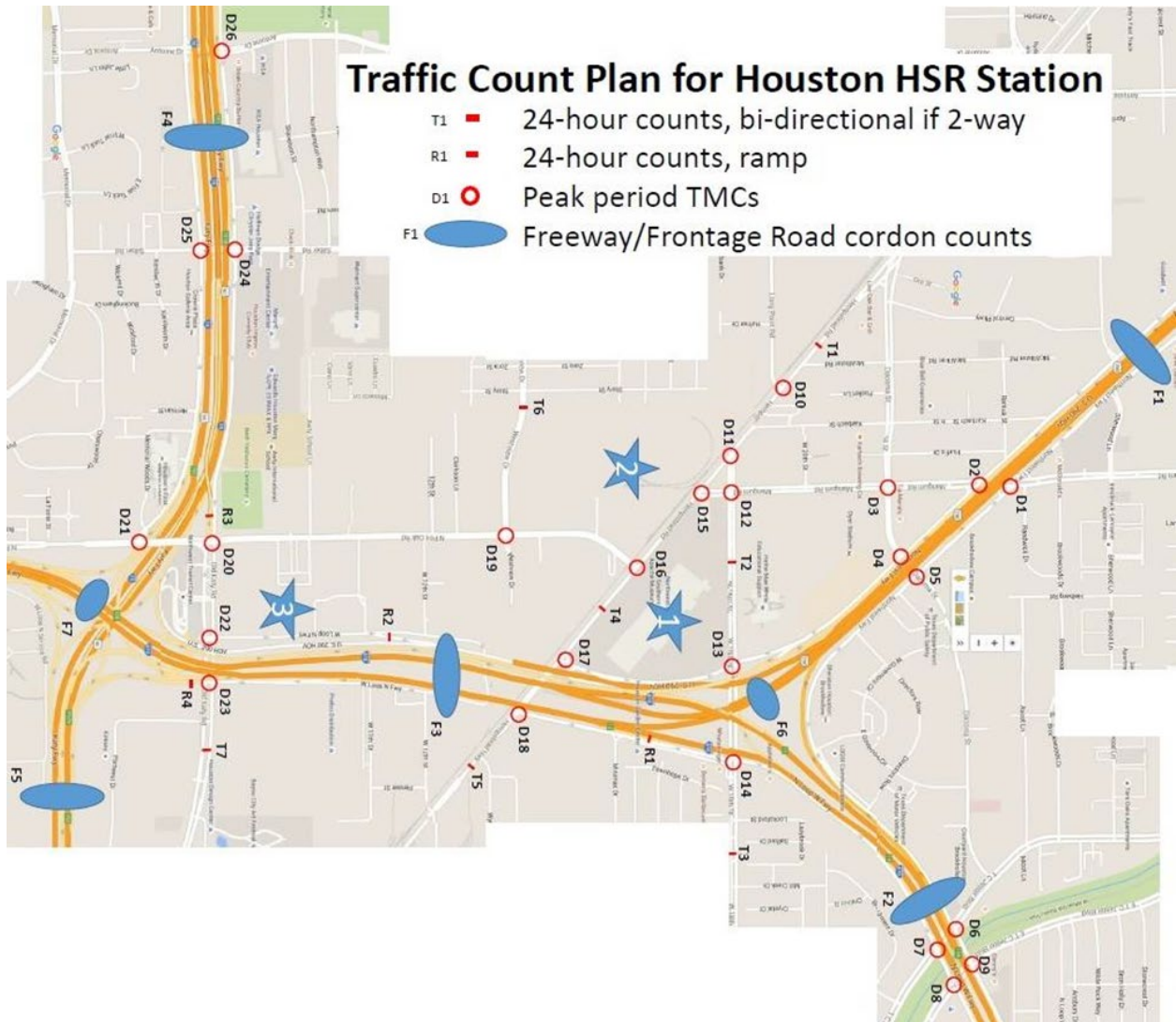
To establish existing conditions and to assist in developing future year conditions, traffic counts in the station areas were collected, as depicted in **Figures 1 and 2**.

Figure 1: Dallas Terminal Study Area Traffic Counts



Source: Freese and Nichols, 2015

Figure 2: Houston Terminal Options Study Area Traffic Counts



Source: Freese and Nichols, 2015

In addition to the Dallas and Houston study areas, traffic counts were conducted at and near the intersection of SH 30 and SH 90 in Grimes County for the Brazos Valley Station.

All the traffic counts collected for the project are included in **Attachment A, Traffic Conditions**

## **Signal Timing Plans**

For the signalized intersections in Dallas and Houston, the existing signal timing plans were needed to determine existing LOS and to establish the specifics of the signal operations. The signal timing plans for Dallas and Houston are in **Attachment B, Signal Timing Plans**.

## **Intersection Geometry**

Existing aerial photography and field observations were used to determine the existing intersection geometries. Future year intersection geometries were determined using roadway design schematics for committed improvement projects on Riverfront Boulevard and the Horseshoe (IH-30/IH-35) in Dallas, and US 290 and IH-610 in Houston.

## **Travel Demand Models**

Metropolitan Planning Organizations (MPOs) use travel demand models to estimate the traffic volumes for future year conditions. The Dallas Terminal area is within the travel demand model operated by the North Central Texas Council of Governments. The study area for the Houston Terminal options falls within the travel demand model area operated by the Houston-Galveston Area Council. Year 2040 model runs were prepared for this study and were obtained from the MPOs. The models provide 2040 AM and PM peak hour approach volumes which were distributed into turning movements based on the existing turning percentages. These 2040 volumes were used as the background volume to describe the No Build conditions.

## **TRAFFIC OPERATIONS OVERVIEW**

The collected data informed the analysis of the station area traffic impacts and corresponding mitigation measures. This section summarizes the traffic operations of the stations and the operational analyses of the traffic impacts and mitigation.

### **Trip Generation and Distribution**

The vehicle trips generated by the stations are based on a variety of factors, including ridership forecasts, station locations, mode choice for travel to and from the stations and the proposed operations of the Project. These factors were incorporated into a Station Area Guidance Memorandum (see **Attachment C, Station Area Guidance**) which summarized the trip generation and distribution for the stations.

### **Trip Assignment**

The station layouts include areas of access and parking that are categorized as drive and park (D&P), rental cars (RC), pick-up/drop-off (PU/DO) or taxi/shuttle (T&S). The generated station trips were assigned to the roadway network using the overall distribution from the Station Area Guidance Memorandum. The roadway routing needed to get to the proper driveway or parking facility at the station was also determined based on vehicular mode. The resulting volumes were then added to the 2040 background volumes to develop Build conditions to analyze the intersection traffic impacts. The Vehicle Trip Allocation Figures are included in **Attachment D, Vehicle Trip Allocation Figures**.

## Existing Conditions

Tables 1 through 3 describe the existing LOS and delay at the station area intersections. The Synchro reports are provided in **Attachment E, Synchro Reports**.

<b>Table 1: Dallas Terminal Existing LOS (Delay in Seconds per Vehicle)</b>			
Map ID*	Intersection	AM	PM
		Existing	Existing
D-1	Woodall Rodgers Fwy / River Front Blvd	C (33)	D (37)
D-2	Riverfront Blvd / Commerce St	D (40)	D (46)
D-3	Reunion Blvd / Riverfront Blvd	A (8)	A (8)
D-4	WBFR IH-30 / Riverfront Blvd	A (8)	B (11)
D-5	EBFR I-30 / Riverfront Blvd	B (17)	C (23)
D-6	IH-35E / Riverfront Blvd	A (6)	A (10)
D-7	Riverfront Blvd / Cadiz St	D (53)	C (34)
D-8	Cadiz St / Hotel St (unsignalized)	A (1)	A (1)
D-9	Cadiz St / Lamar St	B (15)	B (15)
D-10	Canton St / Lamar St	B (12)	B (12)
D-11	Hotel St / Memorial Dr (unsignalized)	A (4)	A (4)
D-13	Lamar St / Memorial Dr	B (12)	B (13)
D-14	Griffin St / Memorial Dr	C (24)	B (19)
D-15	Canton St / Griffin St	A (9)	B (12)
D-16	Cadiz St / Griffin St	B (14)	A (8)
D-17	Canton St / Akard St	B (12)	B (17)
D-18	Cadiz St / Akard St	B (13)	B (11)
D-19	Griffin St W / Akard St	B (11)	B (13)
D-20	Griffin St E / Akard St	B (12)	B (12)
D-21	Bellevue St / Akard St (unsignalized)	A (3)	A (10)
D-22	Griffin St W / Ervay St	A (5)	A (6)
D-23	Griffin St E / Ervay St	B (12)	C (20)
D-24	Griffin St E / St Paul St	A (8)	A (7)
D-25	Griffin St W / St Paul St	B (10)	C (20)
D-26	Lamar St / Bellevue St	B (13)	B (11)
D-27	Lamar St / Corinth St	C (21)	B (20)
D-28	Corinth St / Riverfront Blvd	C (21)	D (53)

Source: AECOM, 2019

Note: Intersection 12 was removed from the analysis

\*Map IDs refer to identifications in Figure 1: Dallas Terminal Study Area Traffic Counts

<b>Table 2: Brazos Valley Station Existing LOS (Delay in Seconds per Vehicle)</b>		
Intersection	AM	PM
	Existing	Existing
SH 30 / SH 90 (unsignalized)	B (10)	B (11)

Source: AECOM, 2019

**Table 3: Houston Terminal Options Existing LOS (Delay in Seconds per Vehicle)**

Map ID	Intersection	AM	PM
		Existing	Existing
D-1	NBFR US 290/Mangum Rd	C (29)	C (25)
D-2	SBFR US 290/Mangum Rd	C (33)	C (34)
D-3	Mangum Rd/Dacoma St	C (33)	C (29)
D-4	SBFR US 290/Dacoma St	C (32)	C (29)
D-5	NBFR US 290/Dacoma St	C (25)	C (33)
D-6	WBFR IH-610/TC Jester Blvd	E (73)	D (40)
D-7	EBFR IH-610/TC Jester Blvd	D (48)	D (46)
D-8	EBFR IH-610/E TC Jester Blvd	D (39)	D (37)
D-9	WBFR IH-610/E TC Jester Blvd	F (91)	C (29)
D-10	Long Point Rd/Hempstead Rd	B (17)	B (18)
D-11	18th St/Hempstead Rd (unsignalized)	A (2)	A (2)
D-12	Mangum Rd/18th St	C (26)	C (34)
D-13	SBFR IH-610/18th St	C (28)	D (43)
D-14	NBFR IH-610/18th St	D (38)	C (35)
D-15	Mangum Rd/Hempstead Rd	C (25)	C (29)
D-16	Post Oak Rd/Hempstead Rd	C (27)	C (29)
D-17	SBFR IH-610/Hempstead Rd	C (29)	C (31)
D-18	NBFR IH-610/Hempstead Rd	B (12)	B (16)
D-19	Post Oak Rd/Westview Dr	B (19)	C (31)
D-20	Post Oak Rd/Old Katy Rd	D (46)	F (98)
D-21	Post Oak Rd/EB IH-10	C (24)	B (17)
D-22	SBFR IH-610/Old Katy Rd	C (24)	E (59)
D-23	NBFR IH-610/Old Katy Rd	C (23)	D (52)
D-24	WBFR IH-10/Silber Rd	C (25)	C (28)
D-25	EBFR IH-10/Silber Rd	C (24)	D (47)
D-26	WBFR IH-10/Antoine Dr	C (31)	C (26)

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

## Traffic Impacts

The impacts of the station traffic on the study area intersections are indicated in **Tables 4 through 8**. The tables list peak period intersection conditions in the No Build and Build Alternative conditions, with a column identifying intersections that would experience a substantial impact from the traffic generated by the station. The Project would have a substantial impact if it:

- (a) Would worsen the horizon year LOS (in either peak period) from D or better to E or F, or
- (b) Would increase average seconds of delay where the No Build LOS is already E or F.

The Synchro reports are provided in **Attachment E, Synchro Reports**.

**Table 4: Dallas Terminal Impacts LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM	AM	PM	Impact
		No Build	No Build	Build	Build	
D-1	Woodall Rodgers Fwy/Riverfront Blvd	<b>F (119)</b>	D (48)	<b>F (127)</b>	D (50)	Y
D-2	Riverfront Blvd/Commerce St	<b>F (90)</b>	<b>F (98)</b>	<b>F (131)</b>	<b>F (98)</b>	Y
D-3	Reunion Blvd/Riverfront Blvd	C (25)	B (17)	C (27)	C (21)	N
D-4	WBFR IH-30/Riverfront Blvd	A (9)	B (17)	A (9)	C (34)	N
D-5	EBFR IH-30/Riverfront Blvd	C (28)	C (22)	C (32)	D (41)	N
D-6	IH-35E/Riverfront Blvd	A (8)	B (13)	A (9)	B (12)	N
D-7	Riverfront Blvd/Cadiz St	<b>F (175)</b>	<b>F (147)</b>	<b>F (406)</b>	<b>F (275)</b>	Y
D-8	Cadiz St/Hotel St (unsignalized)	A (9)	A (10)	A (9)	B (11)	N
D-9	Cadiz St/Lamar St	<b>E (61)</b>	<b>F (90)</b>	<b>F (106)</b>	<b>F (190)</b>	Y
D-10	Canton St/Lamar St	B (13)	B (15)	B (16)	B (17)	N
D-11	Hotel St/Memorial Dr (unsignalized)	A (9)	B (10)	<b>F (67)</b>	B (14)	Y
D-13	Lamar St/Memorial Dr	B (16)	B (14)	B (16)	B (14)	N
D-14	Griffin St/Memorial Dr	D (53)	C (28)	D (53)	C (28)	N
D-15	Canton St/Griffin St	B (11)	C (21)	B (14)	<b>F (144)</b>	Y
D-16	Cadiz St/Griffin St	B (15)	B (13)	B (16)	B (14)	N
D-17	Canton St/Akard St	C (26)	<b>F (90)</b>	C (29)	<b>F (111)</b>	Y
D-18	Cadiz St/Akard St	C (28)	B (15)	D (42)	B (16)	N
D-19	Griffin St W/Akard St	B (15)	B (12)	B (16)	B (13)	N
D-20	Griffin St E/Akard St	B (11)	C (21)	B (11)	C (21)	N
D-21	Belleview St/Akard St (unsignalized)	<b>F (318)</b>	<b>F (1531)</b>	<b>F (Error)</b>	<b>F (Error)</b>	Y
D-22	Griffin St W/Ervay St	B (16)	A (5)	C (23)	A (7)	N
D-23	Griffin St E/Ervay St	B (15)	B (14)	B (14)	C (35)	N
D-24	Griffin St E/St Paul St	A (6)	C (32)	A (9)	<b>E (59)</b>	Y
D-25	Griffin St W/St Paul St	B (18)	B (15)	C (26)	B (17)	N
D-26	Lamar St/Belleview St	B (19)	B (17)	<b>F (139)</b>	D (40)	Y
D-27	Lamar St/Corinth St	D (35)	<b>E (56)</b>	D (43)	<b>E (69)</b>	Y
D-28	Corinth St/Riverfront Blvd	<b>F (189)</b>	<b>F (186)</b>	<b>F (201)</b>	<b>F (191)</b>	Y

Source: AECOM, 2019

Note: Intersection 12 was removed from the analysis

\*Map IDs refer to identifications in Figure 1: Dallas Terminal Study Area Traffic Counts

**Table 5: Brazos Valley Station Impact LOS (Delay in Seconds per Vehicle)**

Intersection	AM	PM	AM	PM	Impact
	No Build	No Build	Build	Build	
SH 30/SH 90 (unsignalized)	F (84)	D (31)	<b>F (193)</b>	<b>F (124)</b>	Y

Source: AECOM, 2019



**Table 6: Northwest Mall Terminal Impacts LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM	AM	PM	Impact
		No Build	No Build	Build	Build	
D-1	NBFR US 290/Mangum Rd	D (37)	E (67)	D (38)	E (70)	Y
D-2	SBFR US 290/Mangum Rd	D (39)	D (59)	D (42)	E (68)	Y
D-3	Mangum Rd/Dacoma St	D (46)	E (62)	F (100)	F (102)	Y
D-4	SBFR US 290/Dacoma St	F (202)	F (128)	F (211)	F (134)	Y
D-5	NBFR US 290/Dacoma St	F (110)	F (86)	F (145)	F (108)	Y
D-6	WBFR IH-610/TC Jester Blvd	F (340)	F (190)	F (329)	F (190)	Y
D-7	EBFR IH-610/TC Jester Blvd	F (111)	F (202)	F (116)	F (216)	Y
D-8	EBFR IH-610/E TC Jester Blvd	F (78)	F (124)	F (93)	F (135)	Y
D-9	WBFR IH-610/E TC Jester Blvd	F (316)	F (129)	F (325)	F (140)	Y
D-10	Long Point Rd/Hempstead Rd	F (81)	F (92)	F (84)	E (78)	N
D-11	18th St/Hempstead Rd (unsignalized)	F (Error)	F (Error)	F (Error)	F (Error)	Y
D-12	Mangum Rd/18th St	D (44)	E (69)	D (44)	E (69)	N
D-13	SBFR IH-610/18th St	D (58)	F (138)	F (188)	F (283)	Y
D-14	NBFR IH-610/18th St	E (67)	F (110)	F (199)	F (145)	Y
D-15	Mangum Rd/Hempstead Rd	C (24)	C (32)	C (33)	C (34)	N
D-16	Post Oak Rd/Hempstead Rd	F (96)	F (102)	F (201)	F (194)	Y
D-17	SBFR IH-610/Hempstead Rd	F (134)	F (130)	F (139)	F (135)	Y
D-18	NBFR IH-610/Hempstead Rd	D (40)	F (147)	D (44)	F (153)	Y
D-19	Post Oak Rd/Westview Dr	F (92)	E (77)	F (112)	F (84)	Y
D-20	Post Oak Rd/Old Katy Rd	F (186)	F (210)	F (209)	F (229)	Y
D-21	Post Oak Rd/EB IH-10	F (123)	F (95)	F (121)	F (103)	Y
D-22	SBFR IH-610/Old Katy Rd	D (49)	F (148)	D (49)	F (148)	N
D-23	NBFR IH-610/Old Katy Rd	D (46)	F (132)	D (46)	F (132)	N
D-24	WBFR IH-10/Silber Rd	D (51)	F (131)	D (55)	F (133)	Y
D-25	EBFR IH-10/Silber Rd	E (74)	F (253)	E (73)	F (249)	N
D-26	WBFR IH-10/Antoine Dr	F (119)	F (83)	F (122)	F (83)	Y

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

**Table 7: Industrial Site Terminal Impacts LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM	AM	PM	Impact
		No Build	No Build	Build	Build	
D-1	NBFR US 290/Mangum Rd	D (37)	E (67)	D (38)	E (70)	Y
D-2	SBFR US 290/Mangum Rd	D (39)	D (59)	D (41)	E (67)	Y
D-3	Mangum Rd/Dacoma St	D (46)	E (62)	F (113)	F (109)	Y
D-4	SBFR US 290/Dacoma St	F (202)	F (128)	F (209)	F (132)	Y
D-5	NBFR US 290/Dacoma St	F (110)	F (86)	F (149)	F (110)	Y
D-6	WBFR IH-610/TC Jester Blvd	F (340)	F (190)	F (341)	F (190)	Y
D-7	EBFR IH-610/TC Jester Blvd	F (111)	F (202)	F (116)	F (216)	Y
D-8	EBFR IH-610/E TC Jester Blvd	F (78)	F (124)	F (93)	F (135)	Y
D-9	WBFR IH-610/E TC Jester Blvd	F (316)	F (129)	F (325)	F (140)	Y
D-10	Long Point Rd/Hempstead Rd	F (81)	F (92)	F (90)	F (89)	Y
D-11	18th St/Hempstead Rd (unsignalized)	F (Error)	F (Error)	F (Error)	F (Error)	Y
D-12	Mangum Rd/18th St	D (44)	E (69)	F (106)	F (182)	Y
D-13	SBFR IH-610/18th St	D (58)	F (138)	F (111)	F (247)	N
D-14	NBFR IH-610/18th St	E (67)	F (110)	F (132)	F (140)	Y
D-15	Mangum Rd/Hempstead Rd	C (24)	C (32)	E (64)	E (74)	Y
D-16	Post Oak Rd/Hempstead Rd	F (96)	F (102)	F (310)	F (319)	Y
D-17	SBFR IH-610/Hempstead Rd	F (134)	F (130)	F (212)	F (152)	Y
D-18	NBFR IH-610/Hempstead Rd	D (40)	F (147)	D (47)	F (180)	Y

**Table 7: Industrial Site Terminal Impacts LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM	AM	PM	Impact
		No Build	No Build	Build	Build	
D-19	Post Oak Rd/Westview Dr	F (92)	E (77)	F (269)	F (161)	Y
D-20	Post Oak Rd/Old Katy Rd	F (186)	F (210)	F (224)	F (291)	Y
D-21	Post Oak Rd/EB IH-10	F (123)	F (95)	F (131)	F (109)	Y
D-22	SBFR IH-610/Old Katy Rd	D (49)	F (148)	D (50)	F (143)	N
D-23	NBFR IH-610/Old Katy Rd	D (46)	F (132)	E (72)	F (139)	Y
D-24	WBFR IH-10/Silber Rd	D (51)	F (131)	E (59)	F (146)	Y
D-25	EBFR IH-10/Silber Rd	E (74)	F (253)	F (83)	F (256)	Y
D-26	WBFR IH-10/Antoine Dr	F (119)	F (83)	F (131)	F (83)	Y

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

**Table 8: Northwest Transit Center Terminal Impacts LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM	AM	PM	Impact
		No Build	No Build	Build	Build	
D-1	NBFR US 290/Mangum Rd	D (37)	E (67)	D (38)	E (70)	Y
D-2	SBFR US 290/Mangum Rd	D (39)	D (59)	D (42)	E (67)	Y
D-3	Mangum Rd/Dacoma St	D (46)	E (62)	D (53)	E (77)	Y
D-4	SBFR US 290/Dacoma St	F (202)	F (128)	F (202)	F (128)	N
D-5	NBFR US 290/Dacoma St	F (110)	F (86)	F (110)	F (86)	N
D-6	WBFR IH-610/TC Jester Blvd	F (340)	F (190)	F (341)	F (198)	Y
D-7	EBFR IH-610/TC Jester Blvd	F (111)	F (202)	F (134)	F (240)	Y
D-8	EBFR IH-610/E TC Jester Blvd	F (78)	F (124)	F (110)	F (151)	Y
D-9	WBFR IH-610/E TC Jester Blvd	F (316)	F (129)	F (345)	F (151)	Y
D-10	Long Point Rd/Hempstead Rd	F (81)	F (92)	F (84)	E (78)	Y
D-11	18th St/Hempstead Rd (unsignalized)	F (Error)	F (Error)	F (Error)	F (Error)	Y
D-12	Mangum Rd/18th St	D (44)	E (69)	E (64)	F (120)	Y
D-13	SBFR IH-610/18th St	D (58)	F (138)	E (79)	F (192)	Y
D-14	NBFR IH-610/18th St	E (67)	F (110)	F (106)	F (144)	Y
D-15	Mangum Rd/Hempstead Rd	C (24)	C (32)	D (43)	D (54)	N
D-16	Post Oak Rd/Hempstead Rd	F (96)	F (102)	F (171)	F (167)	Y
D-17	SBFR IH-610/Hempstead Rd	F (134)	F (130)	F (134)	F (130)	N
D-18	NBFR IH-610/Hempstead Rd	D (40)	F (147)	D (40)	F (147)	N
D-19	Post Oak Rd/Westview Dr	F (92)	E (77)	F (118)	F (101)	Y
D-20	Post Oak Rd/Old Katy Rd	F (186)	F (210)	F (278)	F (279)	Y
D-21	Post Oak Rd/EB IH-10	F (123)	F (95)	F (163)	F (124)	Y
D-22	SBFR IH-610/Old Katy Rd	D (49)	F (148)	E (61)	F (155)	Y
D-23	NBFR IH-610/Old Katy Rd	D (46)	F (132)	F (91)	F (172)	Y
D-24	WBFR IH-10/Silber Rd	D (51)	F (131)	E (61)	F (152)	Y
D-25	EBFR IH-10/Silber Rd	E (74)	F (253)	F (84)	F (263)	Y
D-26	WBFR IH-10/Antoine Dr	F (119)	F (83)	F (131)	F (83)	Y

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

## Intersection Design Modifications

For the **Dallas Station**, the recommended design modifications for the substantial impacts are listed in **Table 9**.

**Table 9: Dallas Terminal Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-2	Riverfront Blvd/Commerce St	<ul style="list-style-type: none"> <li>Add a right turn bay to the northbound approach to provide dual right turn bays</li> </ul>
D-7	Riverfront Blvd/Cadiz St	<ul style="list-style-type: none"> <li>Add additional northbound left turn bay to provide dual left-turns</li> <li>Construct left turn bay in the southbound approach and convert the existing left turn lane to a second right turn lane</li> <li>Provide a right turn arrow signal to allow the southbound right turns overlap with the southeast bound left turn</li> </ul>
D-9	Cadiz St/Lamar St	<ul style="list-style-type: none"> <li>Add a right-turn bay to southwest bound approach and convert the shared through-right to a through-only lane</li> <li>Add a right turn bay to southeast bound approach</li> </ul>
D-11	Hotel St/Memorial Dr (unsignalized)	<ul style="list-style-type: none"> <li>Convert the intersection for all-way stop to stop controlled on the northbound and southbound approaches (along Memorial Dr), and free movement on the eastbound and westbound approaches (along Hotel St)</li> </ul>
D-15	Canton St/Griffin St	<ul style="list-style-type: none"> <li>Adjust the signal timing to provide protected-permissive left turn on the westbound approach, as opposed to just permissive</li> </ul>
D-17	Canton St/Akard St	<ul style="list-style-type: none"> <li>Convert one northwest bound through lane to a shared through/left lane</li> </ul>
D-21	Belleview St/Akard St (unsignalized)	<ul style="list-style-type: none"> <li>Provide stop control on both approaches of Akard Street to make the intersection four-way stop-controlled</li> </ul>
D-26	Lamar St/Belleview St	<ul style="list-style-type: none"> <li>Convert the lane configuration in the northeast bound approach to one exclusive left turn lane and one shared through/right turn lane</li> <li>Adjust signal timing to provide a protected-permissive left turn phase for the southeast bound approach</li> </ul>
D-28	Corinth St/Riverfront Blvd	<ul style="list-style-type: none"> <li>Add a right turn bay to the northbound approach and convert the shared through/right to a through only lane</li> <li>Add a right turn bay to the northwest bound approach and convert the single lane for all movements to a shared through/left lane</li> </ul>

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 1: Dallas Terminal Study Area Traffic Count

The resulting, mitigated LOS and delays are provided in **Table 10**.

**Table 10: Dallas Terminal with Mitigation LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM
		Mitigated	Mitigated
D-1	Woodall Rodgers Fwy/Riverfront Blvd	F (127)	D (50)
D-2	Riverfront Blvd/Commerce St	F (82)	F (97)
D-3	Reunion Blvd/Riverfront Blvd	C (27)	C (21)
D-4	WBFR IH-30/Riverfront Blvd	A (9)	C (34)
D-5	EBFR IH-30/Riverfront Blvd	C (32)	D (41)
D-6	IH-35E/Riverfront Blvd	B (9)	B (12)
D-7	Riverfront Blvd/Cadiz St	F (137)	F (185)
D-8	Cadiz St/Hotel St	A (9)	B (11)
D-9	Cadiz St/Lamar St	D (49)	F (115)
D-10	Canton St/Lamar St	B (16)	B (17)
D-11	Hotel St/Memorial Dr (unsignalized)	D (33)	D (35)
D-13	Lamar St/Memorial Dr	B (16)	B (14)
D-14	Griffin St/Memorial Dr	D (53)	C (28)
D-15	Canton St/Griffin St	C (29)	D (48)
D-16	Cadiz St/Griffin St	B (16)	B (12)
D-17	Canton St/Akard St	D (38)	D (44)
D-18	Cadiz St/Akard St	D (42)	B (15)

**Table 10: Dallas Terminal with Mitigation LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM
		Mitigated	Mitigated
D-19	Griffin St W/Akard St	B (16)	B (13)
D-20	Griffin St E/Akard St	B (11)	C (21)
D-21	Belleview St/Akard St (unsignalized)	<b>F (490)</b>	<b>F (216)</b>
D-22	Griffin St W/Ervay St	C (23)	A (7)
D-23	Griffin St E/Ervay St	B (14)	C (35)
D-24	Griffin St E/St Paul St	A (9)	<b>E (59)</b>
D-25	Griffin St W/St Paul St	C (26)	B (17)
D-26	Lamar St/Belleview St	<b>E (60)</b>	D (49)
D-27	Lamar St/Corinth St	D (43)	<b>E (69)</b>
D-28	Corinth St/Riverfront Blvd	<b>F (177)</b>	<b>F (104)</b>

Source: AECOM, 2019

Note: Intersection 12 was removed from the analysis

\*Map IDs refer to identifications in Figure 1: Dallas Terminal Study Area Traffic Count

For the **Brazos Valley Station**, the recommended mitigation for the substantial impacts are listed in **Table 11**.

**Table 11: Brazos Valley Station Intersection Design Modifications**

Intersection	Improvement
SH 30/SH 90	<ul style="list-style-type: none"> <li>Install traffic signal at intersection (cycle length analyzed = 75 secs)</li> </ul>

Source: AECOM, 2019

The resulting LOS and delay are provided in **Table 12**.

**Table 12: Brazos Valley Station with Mitigation LOS (Delay in Seconds per Vehicle)**

Intersection	AM	PM
	Mitigated	Mitigated
SH 30/SH 90	C (29)	C (26)

Source: AECOM, 2019

For the **Houston Northwest Mall Terminal Option**, the recommended mitigation for the substantial impacts are listed in **Table 13**.

**Table 13: Northwest Mall Site Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-3	Mangum Rd/Dacoma St	<ul style="list-style-type: none"> <li>Add one right turn bay to northbound approach and convert the shared through/right to a through-only lane</li> <li>Convert the left turn movement of all approaches from protected to protected-permissive.</li> </ul>
D-4	SBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>Add a right-turn bay to the northeast bound approach</li> </ul>
D-5	NBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>Add a right-turn bay to the southwest bound approach</li> <li>Convert the northwest bound approach through-only lane to a shared through/left turn lane</li> </ul>
D-6	WBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>Convert the westbound shared through/left turn lane to a through-only</li> </ul>
D-7	EBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>Convert the eastbound shared through/left turn lane to a through-only</li> </ul>
D-8	EBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>Convert the eastbound shared through/left turn lane to a through-only</li> </ul>
D-10	Long Point Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Prohibit left-turns for southeast bound approach</li> </ul>

**Table 13: Northwest Mall Site Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-11	18th St/Hempstead Rd (unsignalized)	<ul style="list-style-type: none"> <li>• Install a traffic signal with 120 cycle length</li> <li>• Give the southeast bound left turn a protected phase</li> </ul>
D-13	SBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Convert the eastbound approach shared through/right turn lane to a through-only lane and add two right-turn bays</li> <li>• Convert the southbound approach shared through/left turn lane to a through-only lane</li> </ul>
D-14	NBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Add one through lane to westbound approach</li> </ul>
D-16	Post Oak Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one left-turn bay to northwest bound approach</li> <li>• Convert the southwest bound approach center left/through lane to a through-only lane</li> <li>• Add one right-turn and one left turn bay to northeast bound approach and convert the shared through/left to a through-only lane</li> <li>• Convert the left turn phases on the northeast and southwest bound approaches from split to protected.</li> <li>• Convert the left turn phase of the southwest bound approach from protected to protected-permissive</li> <li>• Add a right turn bay to the southeast bound approach to provide dual right turns</li> </ul>
D-17	SBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one through lane to southeast bound approach to provide three through lanes</li> </ul>
D-18	NBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Convert northwest bound approach right-turn lane to a shared through/right-turn lane</li> </ul>
D-19	Post Oak Rd/Westview Dr	<ul style="list-style-type: none"> <li>• Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>• Convert the left turn phase on the northbound approach to protected-permissive</li> </ul>
D-20	Post Oak Rd/Old Katy Rd	<ul style="list-style-type: none"> <li>• Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>• Add a right turn bay to the eastbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>• Provide a right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> </ul>
D-22	SBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>• Add one through lane to the eastbound approach</li> </ul>
D-23	NBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>• Add one through lane to the eastbound approach</li> </ul>
D-24	WBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>• Convert the northbound approach center lane from a shared through/left-turn lane to a through-only lane</li> <li>• Convert the southbound approach to two through lanes and one right-only lane</li> </ul>
D-25	EBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>• Convert the eastbound approach shared through/left to a through-only lane</li> <li>• Convert the northbound approach shared through-right to a right-turn only</li> </ul>
D-26	WBFR IH-10/Antoine Dr	<ul style="list-style-type: none"> <li>• Convert the westbound approach shared through/left to a through-only lane</li> <li>• Convert the southbound approach shared through/right to a right-only lane</li> <li>• Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

The resulting LOS and delay are provided in **Table 14**.

**Table 14: Northwest Mall Terminal with Mitigation LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM
		Mitigated	Mitigated
D-1	NBFR US 290/Mangum Rd	D (38)	E (70)
D-2	SBFR US 290/Mangum Rd	D (42)	D (68)
D-3	Mangum Rd/Dacoma St	E (59)	E (63)
D-4	SBFR US 290/Dacoma St	F (144)	E (93)
D-5	NBFR US 290/Dacoma St	F (101)	F (85)
D-6	WBFR IH-610/TC Jester Blvd	F (329)	F (188)
D-7	EBFR IH-610/TC Jester Blvd	F (108)	F (196)
D-8	EBFR IH-610/E TC Jester Blvd	E (78)	F (122)
D-9	WBFR IH-610/E TC Jester Blvd	F (316)	F (128)
D-10	Long Point Rd/Hempstead Rd	E (75)	E (78)
D-11	18th St/Hempstead Rd	C (23)	D (50)
D-12	Mangum Rd/18th St	D (44)	E (69)
D-13	SBFR IH-610/18th St	F (79)	F (102)
D-14	NBFR IH-610/18th St	F (123)	F (114)
D-15	Mangum Rd/Hempstead Rd	D (45)	D (39)
D-16	Post Oak Rd/Hempstead Rd	F (105)	F (108)
D-17	SBFR IH-610/Hempstead Rd	D (50)	E (68)
D-18	NBFR IH-610/Hempstead Rd	C (35)	F (86)
D-19	Post Oak Rd/Westview Dr	E (61)	D (50)
D-20	Post Oak Rd/Old Katy Rd	F (196)	F (194)
D-21	Post Oak Rd/EB IH-10	F (121)	F (103)
D-22	SBFR IH-610/Old Katy Rd	D (44)	F (101)
D-23	NBFR IH-610/Old Katy Rd	D (43)	F (111)
D-24	WBFR IH-10/Silber Rd	D (40)	F (112)
D-25	EBFR IH-10/Silber Rd	D (51)	F (215)
D-26	WBFR IH-10/Antoine Dr	F (102)	E (64)

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

For the **Industrial Site Terminal Option**, the recommended mitigation for the substantial impacts are listed in **Table 15**.

**Table 15: Industrial Site Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-3	Mangum Rd/Dacoma St	<ul style="list-style-type: none"> <li>• Add one right-turn bay to northbound approach and convert the shared through/right lane to a through-only lane</li> <li>• Convert the left turn movement of all approaches from protected to protected-permissive.</li> </ul>
D-4	SBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the northeast bound approach</li> </ul>
D-5	NBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the southwest bound approach</li> <li>• Convert the through-only lane to a shared through/left turn lane in the Northwest bound approach</li> </ul>
D-6	WBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the westbound shared through/left turn lane to a through-only lane</li> </ul>
D-7	EBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only lane</li> </ul>
D-8	EBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only lane</li> </ul>

**Table 15: Industrial Site Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-10	Long Point Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Prohibit left-turns for southeast bound approach</li> <li>Provide a right turn arrow signal to allow the northeast bound right turns overlap with the northwest bound left turn</li> </ul>
D-11	18th St/Hempstead Rd (unsignalized)	<ul style="list-style-type: none"> <li>Install traffic signal with 120 cycle length</li> <li>Give the southeast bound left turn a protected phase</li> </ul>
D-12	Mangum Rd/18th St	<ul style="list-style-type: none"> <li>Add additional lane for through movements in the westbound approach and convert right-turn lane to a storage bay for right turns</li> <li>Convert the left turn movements of the eastbound, southbound and westbound approaches from protected to protected-permissive</li> <li>Convert the northbound approach to one shared through/left turn lane, one through-only lane and one right-only lane.</li> </ul>
D-13	SBFR IH-610/18th St	<ul style="list-style-type: none"> <li>Convert the shared through/right turn lane to through only and add two right-turn bays to eastbound approach.</li> <li>Convert the shared through/left turn lane in the southbound approach to a through-only lane</li> </ul>
D-14	NBFR IH-610/18th St	<ul style="list-style-type: none"> <li>Add one through lane to westbound approach</li> </ul>
D-15	Mangum Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Provide a right turn arrow signal to allow the northwest bound right turns overlap with the southbound left turn</li> </ul>
D-16	Post Oak Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Add one left-turn bay to northwest bound approach</li> <li>Convert southwest bound approach center left/through lane to a through- only lane</li> <li>Add one right-turn bay to northeast bound approach and convert the approach lane configuration to dual lefts, one through/right and one right-turn lane</li> <li>Convert the left turn phase on the southwest bound approach from split to protected-permissive</li> <li>Convert the left turn phase on the northeast bound approach from split to protected</li> </ul>
D-17	SBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>Add one through lane to southeast bound approach to provide three through lanes</li> </ul>
D-19	Post Oak Rd/Westview Dr	<ul style="list-style-type: none"> <li>Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>Add one left turn bay to the northbound approach to provide dual left turn bays</li> </ul>
D-20	Post Oak Rd/Old Katy Rd	<ul style="list-style-type: none"> <li>Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>Add a right-turn bay to the eastbound approach and convert the shared through/right turn lane to through-only lane</li> <li>Provide right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> <li>Add one right-turn bay to the southbound</li> </ul>
D-22	SBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>Add one through lane to the eastbound approach</li> <li>Convert the southbound through only lane to a shared through/right turn lane</li> </ul>
D-23	NBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>Add one through lane to the eastbound approach</li> </ul>
D-24	WBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>Convert the northbound approach center lane from a shared through/left-turn lane to a through-only lane</li> <li>Convert the southbound shared through/right to a right-only lane</li> </ul>
D-25	EBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>Convert the eastbound approach shared through/left to a through-only lane</li> <li>Convert the northbound approach shared through/right lane to a right-only lane</li> </ul>

**Table 15: Industrial Site Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-26	WBFR IH-10/Antoine Dr	<ul style="list-style-type: none"> <li>Convert the westbound approach shared through/left lane to a through-only lane</li> <li>Convert the southbound approach shared through/right lane to right-only lane</li> <li>Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

**Table 16** shows the mitigated LOS and delay at each intersection under the Houston Industrial Site Terminal Option.

**Table 16: Industrial Site Terminal with Mitigation LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM
		Mitigated	Mitigated
D-1	NBFR US 290/Mangum Rd	D (38)	E (70)
D-2	SBFR US 290/Mangum Rd	D (42)	E (66)
D-3	Mangum Rd/Dacoma St	E (66)	E (68)
D-4	SBFR US 290/Dacoma St	F (141)	F (95)
D-5	NBFR US 290/Dacoma St	F (103)	F (81)
D-6	WBFR IH-610/TC Jester Blvd	F (329)	F (188)
D-7	EBFR IH-610/TC Jester Blvd	F (108)	F (196)
D-8	EBFR IH-610/E TC Jester Blvd	E (79)	F (122)
D-9	WBFR IH-610/E TC Jester Blvd	F (316)	F (128)
D-10	Long Point Rd/Hempstead Rd	F (79)	F (87)
D-11	18th St/Hempstead Rd	C (26)	F (82)
D-12	Mangum Rd/18th St	D (45)	F (73)
D-13	SBFR IH-610/18th St	D (48)	F (111)
D-14	NBFR IH-610/18th St	E (67)	F (95)
D-15	Mangum Rd/Hempstead Rd	D (51)	D (55)
D-16	Post Oak Rd/Hempstead Rd	F (196)	F (173)
D-17	SBFR IH-610/Hempstead Rd	F (127)	F (81)
D-18	NBFR IH-610/Hempstead Rd	D (40)	F (129)
D-19	Post Oak Rd/Westview Dr	E (79)	F (80)
D-20	Post Oak Rd/Old Katy Rd	F (202)	F (190)
D-21	Post Oak Rd/EB IH-10	F (131)	F (109)
D-22	SBFR IH-610/Old Katy Rd	C (28)	F (86)
D-23	NBFR IH-610/Old Katy Rd	D (39)	F (84)
D-24	WBFR IH-10/Silber Rd	D (44)	F (125)
D-25	EBFR IH-10/Silber Rd	E (58)	F (231)
D-26	WBFR IH-10/Antoine Dr	F (109)	E (71)

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

For the **Northwest Transit Center Terminal Option**, the recommended mitigation for the substantial impacts are listed in **Table 17**.



**Table 17: Northwest Transit Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-3	Mangum Rd/Dacoma St	<ul style="list-style-type: none"> <li>• Add one right-turn bay to northbound approach and convert the shared through/right to a through-only lane</li> <li>• Convert the left turn movement of all approaches from protected to protected-permissive</li> </ul>
D-4	SBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the northeast bound approach</li> </ul>
D-5	NBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the southwest bound approach and convert the shared through/right to a through-only lane</li> <li>• Convert the northwest bound center lane from through-only to a shared through/left lane</li> </ul>
D-6	WBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the westbound shared through/left to a through-only lane</li> <li>• Add a right turn bay to the southeast bound approach and convert the shared through/right to a through-only lane</li> </ul>
D-7	EBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left to a through-only lane</li> <li>• Add a right turn bay to the northwest bound approach and convert the shared through/right to a through-only lane</li> </ul>
D-8	EBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only lane</li> <li>• Add a right turn bay to the northwest bound approach and convert the shared through/right to a through-only lane</li> </ul>
D-9	WBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the shared through/right in the southeast bound approach to right-only lane</li> </ul>
D-10	Long Point Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>• Prohibit left-turns for southeast bound approach</li> </ul>
D-11	18th St/Hempstead Rd (unsignalized)	<ul style="list-style-type: none"> <li>• Install a traffic signal with 120 cycle length</li> <li>• Give the southeast bound left turn a protected phase</li> </ul>
D-12	Mangum Rd/18th St	<ul style="list-style-type: none"> <li>• Add an additional through lane to the westbound approach</li> <li>• Convert all left turn phases from protected to protected-permissive</li> </ul>
D-13	SBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/right to through only and add one right turn bay</li> <li>• Convert the southbound shared through/left turn lane to a through-only lane</li> </ul>
D-14	NBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Add one through lane to westbound approach</li> </ul>
D-16	Post Oak Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one left-turn bay to northeast bound approach and convert the approach lane configuration to dual left turns, one through movement and one right turn</li> <li>• Convert the southwest bound approach center shared through/left to a through-only lane</li> <li>• Add a right turn bay to the eastbound approach to provide dual right turns</li> </ul>
D-17	SBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one through lane to the southeast bound approach to provide three through lanes</li> </ul>
D-18	NBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Convert the northwest bound approach right-turn lane to a shared through/right-turn lane</li> </ul>
D-19	Post Oak Rd/Westview Dr	<ul style="list-style-type: none"> <li>• Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane.</li> <li>• Convert the left turn phase on the northbound approach to protected-permissive</li> </ul>
D-20	Post Oak Rd/Old Katy Rd	<ul style="list-style-type: none"> <li>• Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>• Add A right-turn bay to the eastbound approach and convert the shared through/right to a through-only lane</li> <li>• Provide a right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> </ul>

**Table 17: Northwest Transit Terminal Station Intersection Design Modifications**

Map ID*	Intersection	Improvement
D-23	NBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>Convert the right-only lane to a shared through/right turn lane in the westbound approach</li> <li>Convert the lane configuration in the northbound approach to dual left turn lanes and one shared through/right turn lane</li> </ul>
D-24	WBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>Convert the lane configuration in the southbound approach to two through lanes and one right-only lane</li> </ul>
D-25	EBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>Convert the eastbound approach shared through/left to a through-only lane</li> <li>Convert the northbound approach shared through/right to a right-turn only lane</li> </ul>
D-26	WBFR IH-10/Antoine Dr	<ul style="list-style-type: none"> <li>Convert the westbound approach shared through/left lane to a through-only lane</li> <li>Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

The peak period LOS and delay resulting from these mitigations are provided in **Table 18**.

**Table 18: Northwest Transit Center Terminal Option with Mitigation LOS (Delay in Seconds per Vehicle)**

Map ID*	Intersection	AM	PM
		Mitigated	Mitigated
D-1	NBFR US 290/Mangum Rd	D (38)	E (70)
D-2	SBFR US 290/Mangum Rd	D (42)	E (67)
D-3	Mangum Rd/Dacoma St	D (42)	D (53)
D-4	SBFR US 290/Dacoma St	F (130)	F (85)
D-5	NBFR US 290/Dacoma St	F (92)	E (80)
D-6	WBFR IH-610/TC Jester Blvd	F (236)	F (114)
D-7	EBFR IH-610/TC Jester Blvd	F (92)	F (190)
D-8	EBFR IH-610/E TC Jester Blvd	F (88)	F (127)
D-9	WBFR IH-610/E TC Jester Blvd	F (258)	F (123)
D-10	Long Point Rd/Hempstead Rd	E (75)	E (78)
D-11	18th St/Hempstead Rd	B (20)	D (52)
D-12	Mangum Rd/18th St	D (51)	E (68)
D-13	SBFR IH-610/18th St	D (43)	F (98)
D-14	NBFR IH-610/18th St	D (55)	F (103)
D-15	Mangum Rd/Hempstead Rd	D (43)	D (55)
D-16	Post Oak Rd/Hempstead Rd	F (113)	F (119)
D-17	SBFR IH-610/Hempstead Rd	D (47)	E (65)
D-18	NBFR IH-610/Hempstead Rd	C (32)	F (82)
D-19	Post Oak Rd/Westview Dr	E (71)	E (65)
D-20	Post Oak Rd/Old Katy Rd	F (258)	F (240)
D-21	Post Oak Rd/EB IH-10	F (163)	F (124)
D-22	SBFR IH-610/Old Katy Rd	E (61)	F (133)
D-23	NBFR IH-610/Old Katy Rd	E (73)	F (119)
D-24	WBFR IH-10/Silber Rd	D (49)	F (129)
D-25	EBFR IH-10/Silber Rd	D (55)	F (228)
D-26	WBFR IH-10/Antoine Dr	F (112)	D (47)

Source: AECOM, 2019

\*Map IDs refer to identifications in Figure 2: Houston Terminal Options Study Area Traffic Counts

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## TECHNICAL MEMORANDUM

### LAND USE

**To:** Kevin Wright, FRA

**From:** Jason Aprill, AICP, AECOM

Kristen Lueken, AECOM

**Date:** January 6, 2020

**RE: DALLAS TO HOUSTON HSR EIS – LAND USE**

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This technical memorandum summarizes the structural displacements and acquisitions that would occur along the limits of disturbance (LOD) of the Project. On average among all Build Alternatives, the LOD is 328 feet wide.

Structures were categorized into two main categories: primary and secondary. A structure was primary if it was identified as such in appraisal district information and/or through aerial imagery verification. A structure was secondary if it served as an ancillary use to the primary structure. For example, if a property had a single-family home and a detached garage, the detached garage was classified as secondary because its use provided support to the primary structure on the property (the single-family home).

A structure could be one of the following seven classifications:

- Agricultural – barns and sheds related to livestock and/or agrarian uses
- Cultural/Civic– owned and/or operated by a municipality/government body, including cemeteries
- Commercial – Businesses (i.e., retail, office, gas stations, warehouse, industrial facility)
- Community facility (i.e., school, library, house of worship, etc.)
- Oil/gas – structures related to the extraction of oil and natural gas (i.e., wells, sheds, etc.)
- Residential – houses, mobile trailers, modular residences, garages, apartment buildings, etc.
- Transportation /Utilities – electrical substations, water towers, helipads, Park n Ride facilities, etc.

These structures were identified and categorized as either a displacement or an acquisition. Refer to **Section 3.13, Land Use** and **Table 3.13-8: Primary and Secondary Structures within 200 Feet of LOD** for a complete list of the structures that were analyzed.

## **Structure Displacement**

A structure displacement occurred when that structure was directly impacted by the LOD or within 50 feet of the LOD. While in general displacements occurred when a structure was within 50 feet of the LOD, each structure was reviewed on a case by case basis. Some exceptions included:

- LOD within existing right-of-way – in some situations, such as roadway modifications, the project LOD was within existing right-of-way. In these cases, if a structure was within 50 feet of the LOD it would not be deemed a displacement because the modification would occur in existing roadway right-of-way.
- LOD that included station footprints – structures located within the station footprint were still classified as displacements, however, structures located within 50 feet of the station footprint were generally not deemed a displacement. In many cases throughout the analysis, structures located across the street or on another parcel would be within 50 feet of the proposed stations, but impacts would not require displacement. Structures within 50 feet of the proposed stations were generally not displacements.

See **Figure 1: Parcel Displacements and Acquisitions Flowchart** for exceptions that occurred throughout the structure analysis.

Both primary and secondary structures could be deemed displaced. In general, displacements included structures that would be directly impacted by the permanent LOD. If a secondary structure was deemed displaced, it would not automatically result in a full acquisition of the parcel and would be reviewed through the structure and land acquisition. See **Table 3: Primary Residential Displacements** and **Table 5: Primary Miscellaneous Displacements** for lists of displaced primary structures and their reported improvement values and assessed values.

Potential commercial displacements can be found in **Table 7: Dallas County Commercial Displacements (Primary)**, **Table 9: Freestone County Commercial Displacements (Primary)**, **Table 10: Leon County Commercial Displacements (Primary)**, **Table 12: Grimes County Commercial Displacements (Primary)** and **Table 13: Harris County Commercial Displacements (Primary)**. The business type, estimated number of employees and other economic data is presented below.

## **Land and Structure Acquisition**

As outlined in **Figure 1: Parcel Acquisition Flowchart**, a parcel could be categorized as one of the following four impacts:

- full take – permanent acquisition of the entire parcel
- partial take – permanent acquisition of a portion of the parcel
- temporary take – temporary acquisition or use of the entire parcel
- temporary partial take – temporary acquisition or use of a portion of the parcel

Parcel boundaries and ownership were refined and validated through property and deed research.

A structure acquisition occurred when a structure is more than 50 feet from the LOD but located on a parcel that would be deemed a take. As with structural displacements, acquisitions were viewed on a

case-by-case basis. In some instances, exceptions were used to analyze the parcels. As outlined in **Figure 1: Parcel Acquisition Flowchart**, exceptions included:

- Apartment Complexes – in some instances the LOD would interact with one apartment building within a large apartment complex. While the apartment complex would be impacted the entire parcel was not deemed an acquisition. In these cases, the parcel was deemed a partial acquisition. TCRR would be required to coordinate compensation with the apartment complex owners.
- Warehouses – similar to apartment complexes, if the LOD impacted a small percentage of a large warehouse or a parcel with multiple warehouses, the entire parcel would not be deemed a full acquisition. TCRR would be required to coordinate compensation with the warehouse/business property owner.
- Oil and gas wells – oil and gas wells provide significant sources of incomes for owners. Oil and gas wells are very common between Dallas and Houston and were viewed on a case-by-case basis. If a well on a large parcel was impacted, the entire parcel was not categorized as full acquisition. The parcel was categorized as partial acquisition. TCRR would be required to coordinate compensation with the oil and gas well owner.

See **Table 4: Primary Residential Acquisitions** and **Table 6: Primary Miscellaneous Acquisitions** lists of displaced primary structures and their reported improvement values and assessed values.

Potential commercial acquisitions can be found in **Table 8: Dallas County Commercial Acquisitions (Primary)**, **Table 11: Leon County Commercial Acquisitions (Primary)** and **Table 14: Harris County Commercial Acquisitions (Primary)**. The business type, estimated number of employees and other economic data is presented below.

### **Comparable Residential Properties**

To evaluate the potential impacts of both primary structural displacements and primary structural acquisitions, **Table 1: Primary Residential Displacements** and **Table 2: Primary Residential Acquisitions** provide the results of the displacement and acquisitions for primary residential units, as well as appraisal district data for improvement value and assessed value. Comparable residential units within the affected zip codes were calculated to gauge the residential real estate market in the surrounding area for potentially displaced or acquired residences.

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Figure 1: Parcel Displacements and Acquisitions Flowchart





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**Table 1: Primary Residential Displacements**

County	Zip Code	Square Mileage	Living Units	Segment	Improvement Value		Assessed Value		Comparable Residential Property in Zip Code (Price)		
					Low	High	Low	High	Living Units	Low	High
Dallas	75141	12.2	3	1	\$0	\$35,930	\$0	\$832,160	1	\$185,900	\$185,900
	75146	33.4	12	1	\$0	\$198,910	\$500	\$265,760	54	\$84,900	\$650,000
	75216	14.8	25	1	\$5,080	\$52,000	\$0	\$55,300	64	\$69,000	\$289,900
	75241	27.1	1	1	\$9,690	\$9,690	\$49,890	\$49,890	43	\$75,000	\$223,900
Ellis	75119	274.1	6	2A & 2B	\$36,600	\$38,620	\$49,600	\$132,620	74	\$79,900	\$1,150,000
	75125	70.5	18	1, 2A and 2B	\$290	\$194,690	\$3,240	\$222,810	3	\$145,000	\$1,450,000
	75146	33.4	2	1	\$0	\$10,500	\$30,000	\$40,500	54	\$84,900	\$650,000
	75152	41	13	2A & 2B	\$6,680	\$216,600	\$51,490	\$853,680	11	\$90,000	\$2,577,780
	75165	114.4	4	2A & 2B	\$43,960	\$57,650	\$47,710	\$93,650	190	\$70,000	\$799,900
Navarro	75102	61.3	17	3A, 3B and 3C	\$0	\$164,460	\$2,500	\$1,041,850	0	NA	NA
	75110	151.2	33	3A, 3B and 3C	\$0	\$137,400	\$2,790	\$211,120	38	\$40,000	\$554,900
	76681	79.2	8	3A, 3B and 3C	\$0	\$150,290	\$32,160	\$195,140	1	\$49,000	\$49,000
Freestone	75840	277.7	1	3C	\$88,589	\$88,589	\$101,150	\$101,150	21	\$68,900	\$1,200,000
	75859	136.7	1	3C	\$87,666	\$87,666	\$100,190	\$100,190	5	\$135,000	\$947,900
	75860	170.1	5	3C and 4	\$4,010	\$26,058	\$7,720	\$131,316	12	\$39,000	\$345,000
	76693	77.5	2	3C and 4	\$142,413	\$153,433	\$163,670	\$197,765	2	\$82,000	\$89,500
Limestone	75846	152	2	3C and 4	\$96,940	\$98,860	\$183,970	\$267,340	7	\$140,000	\$499,900
	76642	269.5	1	4	\$28,750	\$28,750	\$92,950	\$92,950	23	\$45,000	\$1,300,000
Leon	75831	256.5	3	3C	NA	NA	NA	NA	22	\$49,000	\$1,250,000
	75833	245.6	11	3C	\$0	\$74,720	\$0	\$123,950	12	\$75,000	\$4,950,000
	75846	152	2	3C and 4	\$0	\$2,900	\$0	\$20,150	7	\$140,000	\$499,900
	75850	71.5	2	3C	\$0	\$58,080	\$3,480	\$82,340	0	NA	NA
	77865	141.4	4	4	\$0	\$27,550	\$49,420	\$174,090	4	\$80,000	\$550,000
	77871	199.2	5	4	\$0	\$8,000	\$16,000	\$264,750	15	\$127,000	\$1,200,000
Madison	77864	32.2	12	3C and 4	\$13,740	\$507,170	\$17,770	\$738,510	17	\$59,000	\$1,107,650
	77871	199.2	6	4	\$2,600	\$189,700	\$197,600	\$1,366,242	15	\$127,000	\$1,200,000
	77872	76.3	4	4	\$26,400	\$108,380	\$47,020	\$173,220	8	\$139,000	\$995,000
Grimes	77363	69.9	15	5	\$0	\$265,230	\$22,790	\$365,230	10	\$134,000	\$725,000
	77830	193.5	7	5	\$38,500	385370	\$52,150	\$2,175,970	9	\$80,000	\$975,000
	77831	221	7	5	\$0	\$171,530	\$6,700	\$450,020	5	\$71,000	\$790,000
	77868	275	3	5	\$39,710	\$94,450	\$99,300	\$171,370	107	\$53,000	\$9,500,000
Waller	77447	102	6	5	\$56,940	\$203,140	\$123,790	\$1,016,710	239	\$122,000	\$1,790,000
	77484	155.2	20	5	\$52,580	\$254,710	\$13,500	\$358,410	28	\$255,000	\$3,900,000
Harris	77040	14.2	1	5	\$0	\$0	\$0	\$0	43	\$242,500	\$450,000
	77092	7.6	2	5	\$0	\$0	\$0	\$0	94	\$364,900	\$939,000
	77095	15.5	66	5	\$0	\$183,422	\$0	\$220,721	132	\$135,000	\$799,000
	77433	59.2	10*	5	\$360,000	\$360,000	\$3,829,031	\$3,829,031	82	1,203 (2 bedroom +)	4,000 per month (2 bedroom +)
	77484	155.2	8	5	\$10,937	\$190,350	\$184,353	\$982,543	28	\$255,000	\$3,900,000

Source: Zillow.com, Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018

Note: Zillow accessed on 5/30/2019

\*North Haven by Cortland (1 building would be displaced) 10 units in building

**Table 2: Primary Residential Acquisitions**

County	Zip Code	Square Mileage	Living Units	Segment	Improvement Value		Assessed Value		Comparable Residential Property in Zip Code (Price)		
					Low	High	Low	High	Living Units	Low	High
Dallas	75146	33.4	1	1	\$161,960	\$161,960	\$201,670	\$201,670	54	\$84,900	\$650,000
	75216	14.8	2	1	\$14,210	\$33,210	\$0	\$0	64	\$69,000	\$289,900
Ellis	75119	274.1	1	2A	\$83,440	\$83,440	\$152,440	\$152,440	74	\$79,900	\$1,150,000
	75125	70.5	5	2A and 2B	\$56,250	\$299,080	\$78,750	\$324,080	3	\$145,000	\$1,450,000
	75165	114.4	1	2A	\$110,080	\$110,080	\$276,710	\$276,710	190	\$70,000	\$799,900
Navarro	75102	61.3	6	3A and 3C	\$10	\$164,460	\$5,510	\$1,041,850	0	NA	NA
	75110	151.2	5	3B	\$9,500	\$85,130	\$43,840	\$211,120	38	\$40,000	\$554,900
	76681	79.2	3	3A and 3C	\$0	\$19,870	\$36,540	\$55,440	1	\$49,000	\$49,000
Freestone	75840	277.7	1	3C	\$292,893	\$292,893	\$293,900	\$293,900	21	\$68,900	\$1,200,000
	75860	170.1	9	3C and 4	\$26,058	\$169,700	\$44,160	\$96,809	12	\$39,000	\$345,000
	76693	77.5	3	3C and 4	\$790	\$153,433	\$105,008	\$197,765	2	\$82,000	\$89,500
Limestone	75846	152	1	4	\$96,940	\$96,940	\$267,340	\$267,340	7	\$140,000	\$499,900
	76642	269.5	2	4	\$28,750	\$28,750	\$92,950	\$92,950	23	\$45,000	\$1,300,000
Leon	75831	256.5	1	3C	NA	NA	NA	NA	22	\$49,000	\$1,250,000
	75833	245.6	2	3C	NA	NA	\$73,000	\$73,000	\$12	\$75,000	\$4,950,000
	75846	152	1	4	\$30,230	\$30,230	\$112,070	\$112,070	\$7	\$140,000	\$499,900
	75850	71.5	8	3C	\$19,150	\$19,150	\$21,380	\$21,380	\$0	NA	NA
	77865	141.4	3	4	\$0	\$27,550	\$51,970	\$174,090	\$4	\$80,000	\$550,000
Madison	77864	32.2	3	3C and 4	\$13,740	\$507,170	\$17,770	\$738,510	17	\$59,000	\$1,107,650
	77871	199.2	1	4	\$102,980	\$102,980	\$410,980	\$410,980	15	\$127,000	\$1,200,000
	77872	76.3	1	4	\$77,270	\$77,270	\$84,140	\$84,140	8	\$139,000	\$995,000
Grimes	77363	69.9	1	5	NA	NA	NA	NA	10	\$134,000	\$725,000
	77830	193.5	3	5	\$105,865	\$225,040	\$177,065	\$1,433,690	9	\$80,000	\$975,000
	77831	221	6	5	\$10,000	\$209,720	\$63,240	\$2,048,990	5	\$71,000	\$790,000
Waller	77447	102	1	5	\$189,420	\$189,420	\$245,420	\$245,420	239	\$122,000	\$1,790,000
	77484	155.2	6	5	\$88,671	\$240,710	\$144,390	\$371,690	28	\$255,000	\$3,900,000
Harris	77484	155.2	4	5	\$10,937	\$54,986	\$184,353	\$982,543	\$28	\$255,000	3900000
	77447	102	1	5	\$0	\$0	\$0	\$0	239	\$122,000	\$1,790,000
	77095	15.5	4	5	\$10,937	\$54,986	\$184,353	\$982,543	132	\$135,000	\$799,000

Source: Zillow.com, Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018  
 Note: Zillow accessed on 5/30/2019

## Primary Residential Displacements

**Table 3: Primary Residential Displacements** lists the primary residential structures that would be located directly within the Project’s LOD or within 50 feet of the LOD. These are structures that would be permanently impacted by the Project. The table lists the structures by the tax parcel number, the improvement value, assessed value, zip code and the corresponding Project Segment.

<b>Table 3: Primary Residential Displacement Appraisal District Information</b>				
<b>Segment</b>	<b>Zip Code</b>	<b>Tax Parcel Number</b>	<b>Improvement Value</b>	<b>Assessed Value</b>
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
<b>Dallas County</b>				
1	75141	00000800932000000, 0000000932000001	\$0	\$0
1	75141	00000800917000000, 00000800926000000, 00000800929000000	\$35,930	\$832,160
1	75141	00000800917000000, 00000800926000000, 00000800929000000	\$35,930	\$832,160
1	75146	60175630010140000	\$23,710	\$33,710
1	75146	60175630010070000	\$20,980	\$30,980
1	75146	60175630010060000	\$27,500	\$37,500
1	75146	60175630010030000	\$0	\$500
1	75146	60175630010010000	\$23,800	\$33,800
1	75146	65076543010030100	\$0	\$44,840
1	75146	65035465510160000	\$191,370	\$265,760
1	75146	65035465510190000	\$168,380	\$202,760
1	75146	65111632510180000	\$198,910	\$229,440
1	75146	65111632510200000	\$192,150	\$235,050
1	75146	65111632510060500	\$0	\$41,850
1	75146	65111632510060000	\$0	\$6,680
1	75216	513346000000	\$14,160	\$17,160
1	75216	513343000000	\$11,490	\$14,490
1	75216	513358000000	\$13,920	\$16,920
1	75216	513340000000	\$12,330	\$15,330
1	75216	513361000000	\$19,560	\$22,560
1	75216	513337000000	\$8,250	\$11,250
1	75216	513274000000	\$43,140	\$46,140
1	75216	513277000000	\$13,000	\$0
1	75216	513154000000	\$11,890	\$14,890
1	75216	513157000000	\$11,990	\$14,990
1	75216	513271000000	\$30,570	\$33,750
1	75216	513160000000	\$12,470	\$15,470
1	75216	513268000000	\$12,470	\$15,470
1	75216	513265000000	\$16,770	\$0
1	75216	513262000000	\$8,610	\$0
1	75216	513166000000	\$14,500	\$17,500
1	75216	513259000000	\$26,670	\$0
1	75216	513172000000	\$52,000	\$55,000
1	75216	512368000000	NA	NA
1	75216	511717000000	\$9,760	\$17,030
1	75216	511681000000	\$12,600	\$20,600

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
1	75216	511684000000	\$13,370	\$20,170
1	75216	511891000000	\$5,080	\$55,300
1	75216	511882000000	\$17,020	\$25,970
1	75216	NA	NA	NA
1	75241	800902000000	\$9,690.00	\$49,890.00
<b>Ellis County</b>				
1	75125	147914	\$3,570	\$26,070
1	75125	194660	\$45,230	\$67,730
1	75125	147920	\$290	\$22,890
1	75125	147919	\$18,940	\$41,440
1	75125	147919	\$18,940	\$41,440
1	75146	205425	\$10,500	\$40,500
1	75146	206406	\$0	\$30,000
2A	75119	147400	\$38,620	\$132,620
2A	75119	218524	\$36,600	\$49,600
2A	75125	191893	NA	\$151,170
2A	75125	206018	\$161,660	\$177,910
2A	75125	199237	\$2,580	\$57,580
2A	75125	179354	\$194,690	\$209,000
2A	75125	219720	\$159,940	\$159,940
2A	75152	219331	\$165,050	\$194,550
2A	75152	184400	\$57,870	\$92,870
2A	75152	266809	\$216,600	\$332,550
2A	75165	198997	\$43,960	\$47,710
2B	75119	218524	\$36,600	\$49,600
2B	75119	202344	NA	NA
2B	75119	202475	NA	NA
2B	75119	179440	NA	NA
2B	75125	191896	\$21,320	\$26,020
2B	75125	191896	\$21,320	\$26,020
2B	75125	191995	\$1,740	\$3,240
2B	75125	191994	\$166,410	\$222,810
2B	75125	191994	\$166,410	\$222,810
2B	75125	147323	\$3,800	\$25,800
2B	75125	199239	\$6,750	\$61,750
2B	75125	219720	\$159,940	\$159,940
2B	75152	269794	NA	NA
2B	75152	188083, 180925	\$196,600	\$853,680
2B	75152	198866	\$142,450	\$167,450
2B	75152	204446	\$210,900	\$235,900
2B	75152	204448	\$124,860	\$149,860
2B	75152	184484	\$21,490	\$51,490
2B	75152	149334	\$196,390	\$271,390
2B	75152	149334	\$196,390	\$271,390
2B	75152	149340	\$6,680	\$80,720
2B	75152	149340	\$6,680	\$80,720
2B	75165	148016	\$57,650	\$93,650
2B	75165	196184	NA	NA
2B	75165	195709	NA	NA

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
<b>Navarro County</b>				
3A	76681	37109, 38900, 37110, 37456	\$10,070	\$75,700
3A	75110	45930	\$63,420	\$78,620
3A	75110	44813	\$0	\$9,460
3A	75102	39492	NA	\$129,600
3A	75102	39069, 37542	\$164,460	\$1,041,850
3A	75102	59001	NA	\$82,300
3A	75102	60552	\$70,680	\$77,120
3A	75102	37825, 51621	\$0	\$27,750
3A	75102	48299	\$34,200	\$41,200
3A	75110	39666	\$9,200	\$159,710
3A	75110	61014	\$64,610	\$78,610
3B	76681	37109, 38900, 37110, 37456	\$10,070	\$75,700
3B	75110	56434	\$0	\$36,100
3B	75110	59802	\$74,890	\$142,690
3B	75110	47676	\$11,820	\$180,570
3B	75110	47676	\$11,820	\$180,570
3B	75110	52164	\$1,250	\$138,160
3B	75110	61237	\$0	\$10,000
3B	75110	57138	\$90,740	\$96,240
3B	75110	47405	\$137,400	\$149,000
3B	75110	47254	\$123,330	\$143,330
3B	75110	47255	\$95,700	\$115,700
3B	75110	47251	\$89,460	\$97,460
3B	75110	50619	\$102,910	\$147,760
3B	75110	50097	\$12,300	\$15,570
3B	75110	47348	\$31,990	\$35,490
3B	75110	48707	\$12,330	\$13,980
3B	75110	53147	\$700	\$2,790
3B	75110	53370	\$5,100	\$7,100
3B	75110	50046	\$108,820	\$155,990
3B	75110	37765	\$1,750	\$97,620
3B	75110	45613	\$54,310	\$211,120
3B	75110	45615	\$90,340	\$100,220
3B	75102	58144	\$46,010	\$66,010
3B	75102	58144	\$46,010	\$66,010
3B	75102	39169	\$0	\$2,500
3B	75102	58242	\$37,080	\$86,530
3B	75102	37091	\$99,390	\$84,704
3B	75110	37369	\$0	\$5,500
3B	75110	37369	\$0	\$5,500
3B	75110	58090	\$52,650	\$101,120
3B	75110	53196	\$0	\$46,310
3C	76681	58680	\$51,530	\$56,930
3C	76681	58695	\$5,420	\$69,090
3C	76681	58694	\$150,290	\$195,140
3C	76681	58693	\$0	\$32,160
3C	76681	58692	\$73,730	\$109,120
3C	76681	27181	\$124,260	\$151,990

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
3C	75110	45930	\$63,420	\$78,620
3C	75110	44813	\$0	\$9,460
3C	75102	39492	NA	\$129,600
3C	75102	39069, 37542	\$164,460	\$1,041,850
3C	75102	59001	NA	\$82,300
3C	75102	60552	\$70,680	\$77,120
3C	75102	37825, 51621	\$0	\$27,750
3C	75102	48299	\$34,200	\$41,200
3C	75110	39666	\$9,200	\$159,710
3C	75110	61014	\$64,610	\$78,610
<b>Freestone County</b>				
3C	75860	1675	NA	\$44,160
3C	75860	13277	NA	\$131,316
3C	75860	16237, 16236	\$4,010	\$7,720
3C	75840	7562	\$88,589	\$101,150
3C	75859	44852	\$87,666	\$100,190
3C	76693	17959	\$153,433	\$163,670
4	75860	4077	NA	\$21,406
4	75860	6528	\$26,058	\$96,809
4	76693	41137	\$142,413	\$197,765
<b>Limestone County</b>				
4	75846	10375	\$98,860	\$183,970
4	75846	10183	\$96,940	\$267,340
4	76642	R7341	\$28,750	\$92,950
<b>Leon County</b>				
3C	75850	705115	\$58,080	\$82,340
3C	75850	70720000100, 703404	NA	\$3,480
3C	75833	710210, 710211	NA	NA
3C	75846	602252	\$0	\$0
3C	75833	604476	NA	\$47,120
3C	75833	615489	NA	\$123,950
3C	75833	NA	NA	NA
3C	75833	NA	NA	NA
3C	75833	NA	NA	NA
3C	75833	NA	NA	NA
3C	75833	NA	NA	NA
3C	75833	624199,624198	\$0	\$0
3C	75833	NA	NA	NA
3C	75833	612663	\$74,720	\$91,720
3C	75831	NA	NA	NA
3C	75831	NA	NA	NA
3C	75831	NA	NA	NA
4	77871	621886, 710853	\$0	\$62,430
4	77871	621887	\$0	\$62,430
4	77871	623834, 623833	\$8,000	\$264,750
4	77871	602697	\$0	\$16,000
4	77871	702576	\$0	\$130,000
4	77865	706492	\$9,860	\$61,860
4	77865	627954, 711386	\$27,550	\$65,080

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
4	77865	623846	\$0	\$174,090
4	75846	610827	\$2,900.00	\$20,150
4	77865	704607	\$0	\$49,420
<b>Madison County</b>				
3C	77864	20200, 20199	\$36,950	\$39,810
3C	77864	20200, 20199	\$36,950	\$39,810
3C	77864	16944	\$13,740	\$17,770
3C	77864	19941	\$53,440	\$59,250
3C	77864	19307	\$207,290	\$318,610
3C	77864	28996	\$23,380	\$34,870
3C	77864	29014	\$17,510	\$35,060
4	77872	20163	\$108,380	\$112,130
4	77872	17041	\$49,950	\$76,350
4	77872	17040	\$26,400	\$173,220
4	77872	17033	\$33,540	\$47,020
4	77864	19317	\$65,370	\$73,320
4	77864	19369	\$220,590	\$230,130
4	77864	18698	\$25,970	\$37,960
4	77864	32026	\$124,930	\$207,713
4	77864	29979	\$507,170	\$738,510
4	77871	22127	\$39,100	NA
4	77871	22208, 22210	\$2,600	NA
4	77871	22213, 38678, 22220, 38679, 22217	\$11,790	\$1,366,242
4	77871	19845	\$9,820	\$316,100
4	77871	19858	\$189,700	\$197,600
4	77871	19858	\$189,700	\$197,600
<b>Grimes County</b>				
5	77363	179587	\$55,660	\$69,160
5	77363	R67969	\$251,530	\$260,640
5	77363	R73787	\$43,540	\$72,210
5	77363	R31011	\$0	\$22,790
5	77363	R60933	\$77,390	\$137,240
5	77363	R31012	\$15,000	\$79,170
5	77363	R31012	\$15,000	\$79,170
5	77363	R37252	\$103,420	\$111,660
5	77363	R30985	\$63,230	\$107,796
5	77363	R70610	\$209,510	\$340,220
5	77363	R11513	\$154,180	\$235,984
5	77363	R11519	\$98,100	\$185,860
5	77363	R11520	\$57,060	\$154,320
5	77363	R11521	\$31,020	\$75,128
5	77363	R11506	\$265,230	\$365,230
5	77868	R11287	\$76,920	\$111,430
5	77868	R11314	\$39,710	\$171,370
5	77868	R33944	\$94,450	\$99,300
5	77830	R11991, R11990, R11988	\$208,150	\$1,433,690
5	77830	R36118	\$43,070	\$52,150
5	77830	R36118	\$43,070	\$52,150
5	77830	R10403	\$38,500	\$293,580



**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
5	77830	R35258	\$225,040	\$1,103,970
5	77830	R38374	\$222,360	\$2,175,970
5	77830	R12085	\$385,370	\$1,551,000
5	77831	R12092	\$90,020	\$450,020
5	77831	R69332	\$10,950	\$260,230
5	77831	R15863	\$4,000	\$55,110
5	77831	R69495	\$171,530	\$189,370
5	77831	R17875	\$0	\$6,700
5	77831	R18383	\$17,380	\$120,280
5	77831	R18375	\$89,270	\$215,950
<b>Waller County</b>				
5	77447	10491, 10489, 10486	\$189,420	\$245,420
5	77447	200076	\$138,370	\$349,718
5	77447	216155	\$203,140	\$240,100
5	77447	216154	\$165,570	\$202,490
5	77484	216153	\$236,470	\$251,190
5	77447	10542	\$56,940	\$123,790
5	77447	10506	\$203,120	\$1,016,710
5	77484	29642, 248054	\$88,671	\$168,671
5	77484	29659	\$232,650	\$358,410
5	77484	29658	\$172,310	\$252,310
5	77484	29658	\$172,310	\$252,310
5	77484	28479	\$52,580	\$102,580
5	77484	28478	\$74,150	\$144,150
5	77484	28447	\$97,850	\$196,720
5	77484	28446	\$227,770	\$277,770
5	77484	179573	\$83,900	\$97,400
5	77484	179574	\$66,580	\$80,080
5	77484	179575	\$80,830	\$94,330
5	77484	179576	\$71,300	\$84,800
5	77484	179577	\$70,830	\$84,330
5	77484	179578	\$74,780	\$88,280
5	77484	179579	\$254,710	\$274,210
5	77484	179579	\$113,610	\$127,110
5	77484	179581	\$124,880	\$138,380
5	77484	179582	\$124,880	\$13,500
5	77484	179585	\$98,480	\$13,500
<b>Harris County</b>				
5	77040	382840000007	\$0	\$0
5	77092	421300010125	\$0	\$0
5	77092	0590130000102, 0590130000199, 0590130000100, 0421300000183, 0590130000099	\$0	\$0
5	77095	1262790010052	\$148,737	\$171,052
5	77095	1262790010051	\$128,965	\$150,000
5	77095	1262790010050	\$0	\$19,649
5	77095	1262790010049	\$126,546	\$146,429
5	77095	1262790010048	\$154,060	\$174,000
5	77095	1262790010047	\$164,567	\$184,507

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
5	77095	1262790010046	\$137,672	\$157,612
5	77095	1262790010045	\$138,695	\$158,635
5	77095	1262790010044	\$147,060	\$167,000
5	77095	1262790010043	\$146,465	\$166,405
5	77095	1262790010042	\$135,197	\$155,137
5	77095	1262790010041	\$118,958	\$138,898
5	77095	1262790010040	\$146,843	\$166,440
5	77095	1262790010039	\$150,178	\$170,114
5	77095	1262790010037	\$128,565	\$150,443
5	77095	1262790010014	\$143,354	\$165,591
5	77095	1262790010038	\$183,422	\$204,769
5	77095	1262790010013	\$165,806	\$187,226
5	77095	1262790010012	\$132,275	\$152,394
5	77095	1262790010011	\$153,045	\$172,944
5	77095	1262790010009	\$158,060	\$178,000
5	77095	1262790010010	\$146,394	\$166,334
5	77095	1262790010008	\$179,843	\$199,783
5	77095	1262790010007	\$117,557	\$137,497
5	77095	1262790010006	\$115,719	\$135,937
5	77095	1262790010005	\$132,885	\$153,268
5	77095	1262790010004	\$160,572	\$181,162
5	77095	1262790010002	\$146,843	\$167,972
5	77095	1262790010003	\$177,663	\$199,017
5	77095	1262790010001	\$0	\$0
5	77095	1280450010044	\$180,221	\$203,236
5	77095	1280450010043	\$0	\$21,049
5	77095	1280450010042	\$165,282	\$185,263
5	77095	1280450010041	\$126,339	\$146,320
5	77095	1280450010040	\$150,019	\$170,000
5	77095	1280450010039	\$175,223	\$195,204
5	77095	1280450010037	\$154,019	\$174,000
5	77095	1280450010038	\$121,716	\$141,697
5	77095	1280450010036	\$140,762	\$160,743
5	77095	1280450010035	\$168,078	\$188,059
5	77095	1280450010034	\$139,163	\$159,144
5	77095	1280450010033	\$152,343	\$172,324
5	77095	1280450010032	\$119,683	\$139,664
5	77095	1280450010031	\$167,070	\$187,051
5	77095	1280450010030	\$168,355	\$188,336
5	77095	1280450010029	\$121,716	\$141,698
5	77095	1280450010028	\$0	\$19,983
5	77095	1280450010027	\$137,542	\$157,526
5	77095	1280450010026	\$155,164	\$175,150
5	77095	1280450010025	\$127,412	\$147,399
5	77095	1280450010024	\$138,921	\$158,909
5	77095	1280450010023	\$0	\$220,721
5	77095	1280450010022	\$162,371	\$182,792
5	77095	1280450010021	\$164,543	\$185,000
5	77095	1280450010020	\$169,505	\$189,461

**Table 3: Primary Residential Displacement Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<i>Legend: Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county *North Haven by Cortland (1 building would be displaced) 10 units in building</i>				
5	77095	1280450010019	\$0	\$220,721
5	77095	1280450010018	\$0	\$220,721
5	77095	1280450010017	\$0	\$220,721
5	77095	1280450010016	\$0	\$220,721
5	77095	1280450010015	\$0	\$220,721
5	77095	1280450010014	\$0	\$220,721
5	77095	1280450010013	\$0	\$220,721
5	77095	1280450010012	\$0	\$220,721
5	77095	1280450010010	\$0	\$20,472
5	77095	1280450010010	\$0	\$20,472
5	77095	1280450010009	\$177,316	\$199,431
5*	77433	1365970010001	\$360,000	\$3,829,031
5	77484	0422550000029, 0422550000022	\$190,350	\$591,102
5	77484	0422550000025, 0422550000023	\$10,937	\$982,543
5	77484	0422430000052, 0422430000039	\$103,004	\$243,485
5	77484	422430000029	NA	NA
5	77484	0422430000076, 0422430000069	NA	NA
5	77484	422400010010	\$15,789	\$184,353
5	77484	422400000046	NA	NA
5	77484	422400000025	\$179,049	\$220,431
NWTC	77055	1309380010001	\$0	\$0
Ind	77055	NA	NA	NA
Ind	77055	NA	NA	NA
Ind	77055	NA	NA	NA
Ind	77055	752200240010	NA	NA
Ind	77055	752200210001	NA	NA

Source: Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018

Note: NWTC = Northwest Transit Center Terminal Option; Ind = Industrial Site Terminal Option; NA= Not Available from the county

\*North Haven by Cortland (1 building would be displaced) 10 units in building

**Table 4: Primary Residential Acquisitions Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<b>Dallas County</b>				
1	75216	513280000000	\$33,210	\$0
1	75216	513178000000	\$14,210	\$0
1	75146	65111632510060200	\$161,960	\$201,670
<b>Ellis County</b>				
2B	75152	156274	\$56,250	\$78,750
2B	75152	149334	\$196,390	\$271,390
2B	75152	184495	\$195,730	\$234,730
2A	75165	198997, 187312, 187303	\$110,080	\$276,710
2B	75152	230823	\$299,080	\$324,080
2A	75152	219332	\$235,750	\$265,250
2A	75119	194186	\$83,440	\$152,440
<b>Navarro County</b>				
3B	75110	58101	\$9,500	\$97,500
3B	75110	65690	\$38,660	\$43,840

**Table 4: Primary Residential Acquisitions Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
3B	75110	47673	\$85,130	\$93,130
3C	76681	58701	\$19,870	\$55,440
3A	75102	51973	\$10	\$5,510
3C	75102	51973	\$10	\$5,510
3A	75102	39069, 37542	\$164,460	\$1,041,850
3C	75102	39069, 37542	\$164,460	\$1,041,850
3A	75102	39069, 37542	\$164,460	\$1,041,850
3C	75102	39069, 37542	\$164,460	\$1,041,850
3B	75110	45613	\$54,310	\$211,120
3B	75110	47620	\$70,370	\$121,010
3A	76681	80323	\$0	\$36,540
3A	76681	80418	\$0	\$36,580
<b>Freestone County</b>				
4	75860	56146	\$54,610	\$67,110
3C	75860	1675		\$44,160
3C	75840	7665	\$292,893	\$293,900
3C	75860	9256, 52250	\$169,700	\$76,870
4	76693	41137	\$142,413	\$197,765
4	76693	15431; 15429	\$790	\$105,008
4	75860	6528	\$26,058	\$96,809
3C	76693	17959	\$153,433	\$163,670
3C	75860	9256, 52250	\$169,700	\$76,870
3C	75860	9256, 52250	\$169,700	\$76,870
3C	75860	9256, 52250	\$169,700	\$76,870
3C	75860	9256, 52250	\$169,700	\$76,870
3C	75860	9256, 52250	\$169,700	\$76,870
<b>Limestone County</b>				
4	76642	R7341	\$28,750	\$92,950
4	76642	R7341	\$28,750	\$92,950
4	75846	10183	\$96,940	\$267,340
<b>Leon County</b>				
4	77865	713417, 605976	\$8,710	\$51,970
4	77865	623846	\$0	\$174,090
4	77865	627954, 711386	\$27,550	\$65,080
3C	75833	602585	NA	\$73,000
4	75846	705827, 621896	\$30,230	\$112,070
3C	75831	709044	NA	NA
3C	75833	710210, 710211	NA	NA
3C	75850	616672	\$19,150	\$21,380
3C	75850	710564	NA	NA
3C	75850	616672	\$19,150	\$21,380
3C	75850	710564	NA	NA
3C	75850	616672	\$19,150	\$21,380
3C	75850	710564	NA	NA
3C	75850	616672	\$19,150	\$21,380
3C	75850	710564	NA	NA
<b>Madison County</b>				
4	77872	19025	\$77,270	\$84,140
4	77864	29979	\$507,170	\$738,510
4	77864	19369	\$220,590	\$230,130
3C	77864	16944	\$13,740	\$17,770
4	77871	22212	\$102,980	\$410,980
<b>Grimes County</b>				

**Table 4: Primary Residential Acquisitions Appraisal District Information**

Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
5	77831	R63445	\$10,000	\$63,240
5	77831	R15570	\$24,530	\$73,970
5	77363	R11540	NA	NA
5	77830	R12694	\$105,865	\$177,065
5	77831	R13874	\$209,720	\$2,048,990
5	77831	R13874	\$209,720	\$2,048,990
5	77831	R13874	\$209,720	\$2,048,990
5	77831	R63445	\$10,000	\$63,240
5	77830	R35258	\$225,040	\$1,103,970
5	77830	R11991, R11990, R11988	\$208,150	\$1,433,690
<b>Waller County</b>				
5	77484	28444	\$94,390	\$144,390
5	77484	29642, 248054	\$88,671	\$168,671
5	77447	10491, 10489, 10486	\$189,420	\$245,420
5	77484	10468, 10467	\$240,710	\$371,690
5	77484	28434	\$125,250	\$171,500
5	77484	29659	\$232,650	\$358,410
5	77484	29663	\$159,960	\$329,960
<b>Harris County</b>				
5	77484	422400000000	\$15,789	\$184,353
5	77095	1280450000000	\$0	\$0
5	77484	422430000000	\$54,986	\$213,980
5	77484	0422550000025, 0422550000023	\$10,937	\$982,543
5	77447	1297170010001	\$0	\$0
5	77484	422400000046	NA	NA

Source: Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018

Note: NA= Not Available

**Table 5: Primary Miscellaneous Displacements Appraisal District Information**

Type	Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<b>Dallas County</b>					
Cultural/Civic	1	75215	120300000010000	\$0	NA
<b>Navarro County</b>					
Oil/Gas	3B	75110	44778	0	\$33,990
<b>Freestone County</b>					
Community Facilities	3C	75840	42426	NA	\$40,650
Oil/Gas	3C	75840	5261	NA	\$140,410
Oil/Gas	3C	75859	13831	NA	\$4,260
Oil/Gas	3C	75859	2776	NA	\$18,180
Oil/Gas	3C	75860	41462	NA	\$760
Oil/Gas	3C	75860	41425	NA	\$770
Oil/Gas	3C	75860	14702	NA	\$2,320
Oil/Gas	3C	75860	1809	NA	\$6,740
Oil/Gas	3C	75860	16698	NA	\$50,115
Oil/Gas	3C	75860	14691	NA	\$79,040
<b>Limestone County</b>					
Oil/Gas	4	75838	115925	\$171,370	\$389,370
Oil/Gas	4	75846	12252	\$62,000	\$184,500
Oil/Gas	4	75846	R12720	\$0	\$54,000

**Table 5: Primary Miscellaneous Displacements Appraisal District Information**

Type	Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
Oil/Gas	4	75846	R12720	\$0	\$150,000
Oil/Gas	4	75846	10375	\$98,860	\$183,970
Oil/Gas	4	75846	R9245	\$0	\$2,060
Oil/Gas	4	76642	R8962	\$0	\$114,000
Oil/Gas	4	76642	R8577	\$0	\$246,500
Oil/Gas	4	76642	8577	\$60,230	\$440,000
<b>Leon County</b>					
Agriculture	3C	75850	70720000100, 703404	NA	\$3,480
Community Facilities	3C	75833	408814	\$0	\$0
Oil/Gas	3C	75831	NA	NA	\$0
Oil/Gas	4	75846	616178	\$0	\$292,325
Oil/Gas	4	75846	616178	\$0	\$292,325
Oil/Gas	4	75846	616177	\$0	\$27,315
Oil/Gas	4	75846	601336, 601330, 601333, 601334	\$0	\$608,478
Oil/Gas	4	75846	709096	\$0	\$44,060
Oil/Gas	4	77865	613333	\$0	\$14,030
Oil/Gas	4	77865	607450	\$0	\$78,000
Oil/Gas	4	77865	602460	\$0	\$100,750
<b>Madison County</b>					
Community Facilities	4	77871	44283, 28407	\$0	\$9,790
Oil/Gas	4	77864	16937	\$156,130	\$204,390
Oil/Gas	3C	77864	20899	\$0	\$2,160
Oil/Gas	4	77864	16937	\$156,130	\$204,390
Oil/Gas	4	77864	16937	\$156,130	\$204,390
Oil/Gas	4	77872	20161, 40884	\$0	\$17,948
Oil/Gas	4	77872	19025	\$77,270	\$84,140
Oil/Gas	4	77872	20206	\$0	\$26,250
Oil/Gas	4	77872	20206	\$0	\$26,250
Oil/Gas	4	77872	20206	\$0	\$26,250
Utilities	4	77871	22212	\$102,980	\$410,980
<b>Harris County</b>					
Civic	5	77095	421290000130	\$0	\$0
Civic	Ind	77055	451750020105	NA	NA
Community Facilities	5	77433	1305290010001	\$0	\$0
Community Facilities	NWTC	77055	1380930010001	\$784,906	\$6,492,581
Oil/Gas	5	77095	1272810010001	\$0	\$3,026,468
Oil/Gas	5	77095	421290000115	\$12,640	\$524,366

Source: Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018

Note: NWTC = Houston Northwest Transit Center Terminal Option; Ind = Houston Industrial Site Terminal Option; NA = Not Available

**Table 6: Primary Miscellaneous Acquisitions Appraisal District Information**

Type	Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
<b>Freestone County</b>					
Oil/Gas	3C	75840	7556	NA	\$3,740
Oil/Gas	3C	75860	9256, 52250	\$169,700	\$76,870
Oil/Gas	3C	75860	1675	NA	\$44,160
Oil/Gas	3C	75860	9256, 52250	\$169,700	\$76,870
<b>Limestone County</b>					

**Table 6: Primary Miscellaneous Acquisitions Appraisal District Information**

Type	Segment	Zip Code	Tax Parcel Number	Improvement Value	Assessed Value
Oil/Gas	4	75846	R7071	\$8,190	\$25,190
Oil/Gas	4	75846	10183	\$96,940	\$267,340
Oil/Gas	4	75846	10183	\$96,940	\$267,340
<b>Leon County</b>					
Oil/Gas	3C	75833	612663	\$74,720	\$91,720
Oil/Gas	4	77871	702576	\$0	\$130,000
<b>Madison County</b>					
Cultural/Civic	4	77871	44283, 28407	\$0	\$9,790
Oil/Gas	3C	77864	16944	\$13,740	\$17,770
Oil/Gas	3C	77864	16944	\$13,740	\$17,770
<b>Grimes County</b>					
Oil/Gas	5	77830	R12085	\$385,370	\$1,551,000
Oil/Gas	5	77830	R11991, R11990, R11988	\$208,150	\$1,433,690
<b>Harris County</b>					
Cultural/Civic	5	77041	640150000055	\$0	\$0
Oil/Gas	5	77095	421370000010	\$0	\$152,079
Oil/Gas	5	77095	421370000010	\$0	\$152,079
Oil/Gas	5	77095	421370000010	\$0	\$152,079
Oil/Gas	5	77095	421370000010	\$0	\$152,079

Source: Dallas CAD 2017, Ellis CAD 2017, Navarro CAD 2017, Freestone CAD 2017, Limestone CAD 2017, Leon CAD 2017, Madison CAD 2017, Grimes CAD 2017, Waller CAD 2017, Harris CAD 2017, CLS 2018

Note: NA= Not Available

### **Primary Commercial Structure Displacements and Acquisitions**

Displaced commercial structures were identified through survey data, where available, and supplemented with field work and listed businesses available through a standard Google search. In cases of limited data availability (where noted in **Tables 7** through **14** below), the business type was ascertained through examination of aerial, planar and street-level photography. The number of businesses indicated in the following tables includes some individual businesses located in multiple structures as well as multiple businesses collocated in the same structure, and totals will therefore not be equal to the number of displaced commercial structures referenced in Section 3.11, Land Use. All businesses were classified according to their nearest North American Industry Classification System (NAICS) code in order to determine the average number of employees per firm and the number of similar businesses operating within the county. Employment per firm and similar businesses were determined using the US Census Bureau (USCB)'s County Business Pattern (CBP) tables for 2014, by detailed industry. All averages are taken at the county level, unless otherwise noted in the tables.

For each affected county, tables are divided into displacements and acquisitions as given by the definitions above. Note that for the purpose of this analysis, the term "commercial acquisition" does not refer to the acquisition of a business interest or stake, but rather refers to the businesses potentially displaced as a result of yet to be determined property acquisition decisions. "Commercial displacement" refers to the businesses displaced as a result of more certain property acquisition needs as illustrated in Figure 1. No commercial displacements or potential displacements through property acquisition were found for Ellis, Navarro, Madison, Limestone or Waller counties.

**Table 7: Dallas County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Dallas County
1	Gas Station	447110	Gasoline stations with convenience stores	7	731
1	Business information not available <sup>1</sup>	N/A	N/A	0	0
1	Recycling Center	562920	Materials recovery facilities	16	17
1	Specialty vehicle sales and repair Dealer & repair	441120	Used car dealers	9	275
1	Data Center <sup>2</sup>	517911	Telecommunications resellers	0	25
1	Building Material Supplier	327390	Other concrete product manufacturing	30	13
1	Vocational Training Center	611519	Other technical and trade schools	14	43
1	Millwork/Retail Display Manufacturer	337215	Showcase, partition, shelving, and locker manufacturing	26	10
1	Portable Toilet Supplier	562991	Septic tank and related services	21	6
1	Warehouse/Shipping	493110	General warehousing and storage	65	169
1	Used Tire Services	441320	Tire dealers	8	159
1	PVC, Resin, Chlorine Manufacturer	325211	Plastics material and resin manufacturing	20	6
1	Liquor Store	445310	Beer, wine, and liquor stores	4	202
1	Steel Plate Manufacturer <sup>2</sup>	332313	Plate work manufacturing	0	8
1	Bar/Nightclub <sup>1</sup>	722410	Drinking places (alcoholic beverages)	20	226

Source: North American Industry Classification System (NAICS), AECOM, 2019.

<sup>1</sup>Unlisted business, based on visual imagery. This property is located at the intersection of Shindoll Street and Cotton Lane

<sup>2</sup>Structure represents an offsite storage or utility location to a larger business located elsewhere, assuming no dedicated employment at this location.

**Table 8: Dallas County Commercial Acquisitions (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Dallas County
1	Steel Manufacturer	238120	Structural steel and precast concrete contractors	37	34
1	Vacant Commercial Space <sup>1</sup>	N/A	N/A	0	N/A

Source: North American Industry Classification System (NAICS); AECOM, 2019.

<sup>1</sup>Unlisted business, based on visual imagery



**Table 9: Freestone County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Freestone County
3C	Truck Repair Shop	811111	General automotive repair	2	5
3C	Nursery <sup>1</sup>	444220	Nursery, garden center, and farm supply stores	7	4
3C	Private medical Air Transportation	621910	Ambulance services	17	3
3C	Veterinary Clinic	541940	Veterinary services	10	1
3C	Chicken Farm <sup>1</sup>	424440	Poultry and poultry product merchant wholesalers	10	1
3C	***Permanently Closed*** was Tank Depot of Fairfield Texas	424610	Plastics materials and basic forms and shapes merchant wholesalers		
3C	Petroleum and Gas Production Company	213112	Support activities for oil and gas operations	22	14
3C	RV Park Office	721211	RV (recreational vehicle) parks and campgrounds	10	1
3C	Fast Food	722513	Limited-service restaurants	22	10
3C	Gas Station/Truck Stop	447190	Other gasoline stations	14	3
3C	Tractor sales	423820	Farm and garden machinery and equipment merchant wholesalers	10	1
3C	Garage/Distribution <sup>1,2</sup>	484110	General freight trucking, local	7	0

Source: North American Industry Classification System (NAICS), 2016; AECOM, 2016.

<sup>1</sup>Unlisted business, based on visual imagery

<sup>2</sup>Insufficient detail to classify, employment estimate is based on vehicle activity at site

**Table 10: Leon County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Leon County
3C	Construction Machinery	532412	Construction, mining, and forestry machinery and equipment rental and leasing	5	2
3C	Fast Food Restaurant	722513	Limited-service restaurants	17	10
3C	Garage	484110	General freight trucking, local	4	1
3C	Gas Station	447110	Gasoline stations with convenience stores	11	15
3C	Restaurant	722511	Full-service restaurants	7	17
3C	Gas Station	447110	Gasoline stations with convenience stores	11	15
3C	Oil and Gas Equipment	213112	Support activities for oil and gas operations	31	8
3C	Freight Trucking <sup>1</sup>	484121	General freight trucking, long-distance, truckload	3	4
3C	Petroleum and Gas Production Company	213112	Support activities for oil and gas operations	31	8
3C	Fast Food Restaurant	722513	Limited-service restaurants	17	10
3C	Vacant Gas Station <sup>2</sup>	447110	Gasoline stations with convenience stores	0	0
3C	Ready Mix Concrete <sup>3</sup>	327320	Ready-mix concrete manufacturing	7	0

Source: North American Industry Classification System (NAICS); AECOM, 2019.

<sup>1</sup> Unlisted business, based on visual imagery

<sup>2</sup> Vacant Structure therefore no employment

<sup>3</sup> Employment estimates based on state-level NAICS data

**Table 11: Leon County Commercial Acquisitions (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Freestone County
3C	Concrete Plant <sup>1</sup>	327320	Ready-mix concrete manufacturing	7	0
3C	Agricultural Feed Manufacturer <sup>2</sup>	311119	Other animal food manufacturing	700	2

Source: North American Industry Classification System (NAICS); AECOM, 2019.

<sup>1</sup> Employment estimates based on state-level NAICS data

<sup>2</sup> Employment estimate from businesses website (rounded, source withheld to avoid disclosure of ownership)

**Table 12: Grimes County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Grimes County
5	Maintenance and Installation of freight equipment	811310	Commercial and industrial machinery and equipment (except automotive and electronic) repair and maintenance	3	4

Source: North American Industry Classification System (NAICS); AECOM, 2019.

**Table 13: Harris County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Harris County
5	Tire Repair shop	441320	Tire dealers	10	251
5	Cabinet Store	337110	Wood kitchen cabinet and countertop manufacturing	4	20
5	Industrial Equipment Supplier <sup>1</sup>	333249	Other industrial machinery manufacturing	80	14
5	Gas Station	447110	Gasoline stations with convenience stores	5	1537
5	Lighting Design <sup>1</sup>	335121	Residential electric lighting fixture manufacturing	50	3
5	Lumber Supplier	423310	Lumber, plywood, millwork, and wood panel merchant wholesalers	24	92
5	Pipeline <sup>2,3</sup>	486910	Pipeline transportation of refined petroleum products	0	17
5	Freight Trucking	484121	General freight trucking, long-distance, truckload	14	367
5	Distribution	484121	General freight trucking, long-distance, truckload	14	367
5	Rice Milling	311212	Rice milling	25	2
5	Shed retailer	423820	Farm and garden machinery and equipment merchant wholesalers	13	38
5	Storage Facility	531130	Lessors of mini-warehouses and self-storage units	2	350

**Table 13: Harris County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Harris County
5	Oil well Machinery and Parts Manufacturer, Vendor and Rental	333132	Oil and gas field machinery and equipment manufacturing	143	149
5	Bakery Distribution Center	311812	Commercial bakeries	33	43
5	Roofing and Siding Contractor	238160	Roofing contractors	9	167
5	Cabinet Maker	337110	Wood kitchen cabinet and countertop manufacturing	4	20
5	Automotive Repair Service	811111	General automotive repair	5	968
5	Record Retention/Document Storage	493190	Other warehousing and storage	29	75
5	Adult Club	711510	Independent artists, writers, and performers	3	101
5	Industrial Equipment Supplier	333249	Other industrial machinery manufacturing	17	14
5	Paper Distribution	424120	Stationery and office supplies merchant wholesalers	16	63
5	Adult Club	711510	Independent artists, writers, and performers	3	101
5	Insulation Contractor	238310	Drywall and insulation contractors	28	178
5	Oil field Equipment Supplier	333132	Oil and gas field machinery and equipment manufacturing	142	149
5	Manufacturer of pumps, valves, mixers, filters, air dryers, hydraulic tools, homogenizers, separators and heat exchangers <sup>1</sup>	333911	Pump and pumping equipment manufacturing	180	35
5	Material Handling Equipment Supplier	423990	Other miscellaneous durable goods merchant wholesalers	12	180
5	Sign Dealer	339950	Sign manufacturing	12	91
5	Recycling Center	562920	Materials recovery facilities	16	20
5	AC Contractor	238220	Plumbing, heating, and air-conditioning contractors	17	964
5	Freight Trucking	484110	General freight trucking, local	7	321
5	Pipe, Sprinkler and Plumbing Supplier	423720	Plumbing and heating equipment and supplies (hydronics) merchant wholesalers	19	87
IND	Parking Garage	812930	Parking lots and garages	16	225
IND	Wholesaler	424490	Other grocery and related products merchant wholesalers	25	168
IND	Automotive Repair	811111	General automotive repair	5	968

**Table 13: Harris County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Harris County
IND	Granite and Marble Supplier	327991	Cut stone and stone product manufacturing	14	17
IND	Drilling Fluid	213112	Support activities for oil and gas operations	35	430
IND	Design Firm	541430	Graphic design services	5	158
IND	Mattress Store	442110	Furniture stores	10	320
IND	Auto shop	811118	Other automotive mechanical and electrical repair and maintenance	6	69
IND	Oil & Gas Exploration	213112	Support activities for oil and gas operations	35	430
IND	Contractor	238990	All other specialty trade contractors	22	343
IND	Wood Supplier	423310	Lumber, plywood, millwork, and wood panel merchant wholesalers	24	92
IND	Steel Pipe Manufacturer	331210	Iron and steel pipe and tube manufacturing from purchased steel	115	13
IND	Stone wholesaler	423320	Brick, stone, and related construction material merchant wholesalers	12	89
IND	Adult Club	711510	Independent artists, writers, and performers	3	101
NWM	Shelving Supplier	423990	Other miscellaneous durable goods merchant wholesalers	12	180
NWM	Realtor	531210	Offices of real estate agents and brokers	5	972
NWM	Vacant Building <sup>2,4</sup>	N/A	N/A	0	N/A
NWM	Motel	721110	Hotels (except casino hotels) and motels	25	667
NWM	Importer	423210	Furniture merchant wholesalers	15	113
NWM	Cleaning Service	561720	Janitorial services	45	455
NWM	Restaurant	722511	Full-service restaurants	28	2775
NWM	Plastics Manufacturer	326199	All other plastics product manufacturing	35	56
NWM	Fast Food Restaurant	722513	Limited-service restaurants	20	3125
NWM	Restaurant	722511	Full-service restaurants	28	2775
NWM	Restaurant	722511	Full-service restaurants	28	2775
NWM	Stone supplier	327991	Cut stone and stone product manufacturing	14	17
NWM	Automotive Parts Store	441310	Automotive parts and accessories stores	9	513
NWM	Countertop Supplier	337110	Wood kitchen cabinet and countertop manufacturing	4	20
NWM	Restaurant	722511	Full-service restaurants	28	2775
NWM	Realtor	531210	Offices of real estate agents and brokers	5	972

**Table 13: Harris County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Harris County
NWM	Stationary Supplier	424120	Stationery and office supplies merchant wholesalers	16	63
NWM	Garage/Distribution2	484110	General freight trucking, local	10	321
NWM	Transmission Repair	336350	Motor vehicle transmission and power train parts manufacturing	3	4
NWM	Gas Station	447110	Gasoline stations with convenience stores	5	1537
NWTC	Engineering Consultant	541330	Engineering services	38	1489
NWTC	Law Firm	541110	Offices of lawyers	7	2893
NWTC	IT Services	518210	Data processing, hosting, and related services	72	171
NWTC	Music Studio2	512240	Sound recording studios	3	16
NWTC	IT Consultant	541513	Computer facilities management services	25	97
NWTC	Picture Frame Shop	423220	Home furnishing merchant wholesalers	14	117
NWTC	General Medical Offices	621111	Offices of physicians (except mental health specialists)	9	3545
NWTC	Architect2	541310	Architectural services	10	322
NWTC	Capital Investment Services2	523930	Investment advice	7	304
NWTC	Appliance Repair Service	811412	Appliance repair and maintenance	6	40
NWTC	Brewery	312120	Breweries	72	9
NWTC	Multi-level marking sales	339999	All other miscellaneous manufacturing	9	28
NWTC	Bike Shop	451110	Sporting goods stores	23	179
NWTC	Stationary Store	424120	Stationery and office supplies merchant wholesalers	16	63
NWTC	Lawn Care Store	423820	Farm and garden machinery and equipment merchant wholesalers	13	38
NWTC	Warehouse and local freight	484110	General freight trucking, local	7	321
NWTC	Urgent Care	621493	Freestanding ambulatory surgical and emergency centers	18	108
NWTC	Healthcare	541513	Computer facilities management services	26	97
NWTC	Florist	424930	Flower, nursery stock, and florists' supplies merchant wholesalers	11	45
NWTC	Energy Provider	221114	Solar electric power generation	25	2
NWTC	Catering Service	722320	Caterers	11	131
NWTC	Florist	424930	Flower, nursery stock, and florists' supplies merchant wholesalers	11	45
NWTC	Food Distribution	722320	Caterers	11	131

**Table 13: Harris County Commercial Displacements (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Harris County
NWTC	Hydraulic Equipment Supplier	333911	Pump and pumping equipment manufacturing	63	35
NWTC	Tool Supplier	532490	Other commercial and industrial machinery and equipment rental and leasing	19	162
NWTC	Parking Garage	812930	Parking lots and garages	16	225
NWTC	Gas Station	447110	Gasoline stations with convenience stores	5	1,537

Source: North American Industry Classification System (NAICS); AECOM, 2019

1 Large business greatly exceeds employment average for industry. Employment estimate is based on visible vehicle activity at site

2 Unlisted business, classification based on visual imagery and fieldwork

3 Structure represents an offsite storage or utility location to a larger business located elsewhere, assuming no dedicated employment in this structure.

4 Vacant Structure therefore no employment

**Table 14: Harris County Commercial Acquisitions (Primary)**

Segment	Business Type	Nearest NAICS	NAICS Industry	Estimated Employees	Similar Businesses within Freestone County
NWM	Banquet Hall	722320	Caterers	11	131
NWM	Nightclub	722410	Drinking places (alcoholic beverages)	13	492
NWM	Antique Store	453310	Used merchandise stores	10	10
NWM	Medical Career Training	611699	All other miscellaneous schools and instruction	13	57

Source: North American Industry Classification System (NAICS); AECOM, 2019

Note: NWTC = Houston Northwest Transit Center Terminal Option; Ind = Houston Industrial Site Terminal Option; NWM = Houston Northwest Mall Terminal Option



TECHNICAL MEMORANDUM  
SOCIOECONOMIC AND COMMUNITY FACILITIES

To: Kevin Wright, FRA

From: Kristen Lueken, AECOM  
Matt Ables, AECOM

Date: July 3, 2019

RE: DALLAS TO HOUSTON HSR EIS – SOCIOECONOMIC AND COMMUNITY FACILITIES

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The enclosed documentation supports the Socioeconomic impact analyses for the Dallas to Houston HSR EIS. All tabular data has been updated since the Draft EIS to reflect the latest available source information and project estimates. The following data tables are enclosed:

- Selected Demographic Characteristics for Block Groups along Each Segment Table

Data shown in this table includes the demographic characteristics for each block group by county along the Build Alternatives. Information includes the block group number, census tract, county, 2010 population, percent minority population, percent Hispanic origin, percent individuals below poverty level and median household income.

The following files contain census data by population, race, ethnicity, low income, median income and children under 18 for the entire study area as well as a summary table.

- Census Data – 2017 ACS 5-Year Estimates – Total Population within the Study Area by Block Group, County
- Census Data – 2017 ACS 5-Year Estimates – Race within the Study Area by Block Group and Census Tract, County
- Census Data – 2017 ACS 5-Year Estimates – Ethnicity within the Study Area by Block Group and Census Tract, County
- Census Data – 2017 ACS 5-Year Estimates – Low Income within the Study Area by Block Group and Census Tract, County
- Census Data – Summary, 2017 ACS 5-Year Estimates – Percent Minority, Percent Hispanic, Percent Poverty, Median Income by Block Group and Census Tract, County
- Census Data – 2017 ACS 5-Year Estimates Total and Percent of Children under 19 Years Old – by Block, Census Tract, and County

In addition, economic data files from various sources are provided. These data support the economic impact analyses.

- Economics – May 2018 Occupational Employment Statistics (OES), Source: Bureau of Labor Statistics, U.S. Department of Labor
- Economics – Gross Domestic Product and Deflators used in the Historical Tables: 1940-2023, Source: Whitehouse.gov
- Economics – 2016-2017 Consumer Expenditure Survey, Source: Bureau of Labor Statistics (BLS)





**Socioeconomic:  
US Census Bureau ACS 2017 5-Year Estimates:  
Total Population within the Study Area by Block Group and  
Census Tract, County:**



Geography	Total Population
Block Group 1, Census Tract 100, Dallas County, Texas	8078
Block Group 2, Census Tract 20, Dallas County, Texas	874
Block Group 2, Census Tract 31.01, Dallas County, Texas	1347
Block Group 2, Census Tract 41, Dallas County, Texas	482
Block Group 3, Census Tract 204, Dallas County, Texas	3072
Block Group 1, Census Tract 204, Dallas County, Texas	1971
Block Group 1, Census Tract 89, Dallas County, Texas	754
Block Group 1, Census Tract 34, Dallas County, Texas	573
Block Group 2, Census Tract 34, Dallas County, Texas	762
Block Group 1, Census Tract 40, Dallas County, Texas	574
Block Group 1, Census Tract 86.04, Dallas County, Texas	1583
Block Group 2, Census Tract 168.02, Dallas County, Texas	1756
Block Group 1, Census Tract 87.01, Dallas County, Texas	1488
Block Group 1, Census Tract 86.03, Dallas County, Texas	641
Block Group 2, Census Tract 86.04, Dallas County, Texas	1350
Block Group 4, Census Tract 87.01, Dallas County, Texas	675
Block Group 5, Census Tract 87.01, Dallas County, Texas	1330
Block Group 2, Census Tract 40, Dallas County, Texas	564
Block Group 2, Census Tract 87.01, Dallas County, Texas	749
Block Group 1, Census Tract 114.01, Dallas County, Texas	1593
Block Group 3, Census Tract 115, Dallas County, Texas	458
Block Group 2, Census Tract 202, Dallas County, Texas	1809
Block Group 1, Census Tract 167.03, Dallas County, Texas	1002
Block Group 1, Census Tract 202, Dallas County, Texas	702
Block Group 4, Census Tract 115, Dallas County, Texas	1116
Block Group 3, Census Tract 169.03, Dallas County, Texas	1816
Block Group 3, Census Tract 202, Dallas County, Texas	1339
Block Group 2, Census Tract 169.02, Dallas County, Texas	1592
Block Group 1, Census Tract 169.02, Dallas County, Texas	3607
Block Group 5, Census Tract 169.03, Dallas County, Texas	666
Block Group 1, Census Tract 611, Ellis County, Texas	1282
Block Group 1, Census Tract 612, Ellis County, Texas	709
Block Group 1, Census Tract 602.10, Ellis County, Texas	1074
Block Group 1, Census Tract 601.01, Ellis County, Texas	2784
Block Group 2, Census Tract 613, Ellis County, Texas	1866
Block Group 2, Census Tract 601.01, Ellis County, Texas	1587
Block Group 1, Census Tract 601.02, Ellis County, Texas	2213
Block Group 3, Census Tract 601.02, Ellis County, Texas	3016
Block Group 2, Census Tract 612, Ellis County, Texas	1229
Block Group 1, Census Tract 613, Ellis County, Texas	822
Block Group 2, Census Tract 4, Freestone County, Texas	1275
Block Group 1, Census Tract 6, Freestone County, Texas	708
Block Group 2, Census Tract 1, Freestone County, Texas	2861
Block Group 1, Census Tract 3, Freestone County, Texas	1303
Block Group 3, Census Tract 6, Freestone County, Texas	3282
Block Group 1, Census Tract 1, Freestone County, Texas	2106
Block Group 2, Census Tract 1803.01, Grimes County, Texas	1053
Block Group 1, Census Tract 1803.01, Grimes County, Texas	1413
Block Group 1, Census Tract 1803.02, Grimes County, Texas	1685
Block Group 2, Census Tract 1801.02, Grimes County, Texas	2054
Block Group 1, Census Tract 1801.02, Grimes County, Texas	1350
Block Group 5, Census Tract 1802, Grimes County, Texas	1501
Block Group 2, Census Tract 1803.02, Grimes County, Texas	1627
Block Group 1, Census Tract 5560, Harris County, Texas	957
Block Group 1, Census Tract 5431, Harris County, Texas	3498
Block Group 2, Census Tract 5560, Harris County, Texas	2681
Block Group 1, Census Tract 5430.01, Harris County, Texas	9961
Block Group 1, Census Tract 5430.02, Harris County, Texas	13878
Block Group 2, Census Tract 5430.02, Harris County, Texas	3764
Block Group 1, Census Tract 5410.03, Harris County, Texas	5701
Block Group 2, Census Tract 5544.01, Harris County, Texas	10707
Block Group 1, Census Tract 5410.02, Harris County, Texas	7632
Block Group 2, Census Tract 5410.02, Harris County, Texas	1618
Block Group 2, Census Tract 5522, Harris County, Texas	2423
Block Group 3, Census Tract 5522, Harris County, Texas	2997
Block Group 1, Census Tract 5410.01, Harris County, Texas	8896
Block Group 2, Census Tract 5409.02, Harris County, Texas	2399
Block Group 1, Census Tract 5521.03, Harris County, Texas	1428
Block Group 1, Census Tract 5521.01, Harris County, Texas	4154
Block Group 1, Census Tract 5520.02, Harris County, Texas	1511
Block Group 2, Census Tract 5408, Harris County, Texas	2685
Block Group 3, Census Tract 5520.01, Harris County, Texas	2923
Block Group 1, Census Tract 5401, Harris County, Texas	7549
Block Group 1, Census Tract 5519, Harris County, Texas	888
Block Group 3, Census Tract 5519, Harris County, Texas	2219
Block Group 2, Census Tract 5519, Harris County, Texas	2712
Block Group 6, Census Tract 5517.01, Harris County, Texas	2363
Block Group 1, Census Tract 5518, Harris County, Texas	2406
Block Group 3, Census Tract 5401, Harris County, Texas	1411
Block Group 3, Census Tract 5518, Harris County, Texas	907
Block Group 1, Census Tract 5218, Harris County, Texas	2712
Block Group 2, Census Tract 5216, Harris County, Texas	1093

Block Group 1, Census Tract 5342.03, Harris County, Texas	2217
Block Group 4, Census Tract 5217, Harris County, Texas	1313
Block Group 1, Census Tract 5216, Harris County, Texas	2490
Block Group 2, Census Tract 5217, Harris County, Texas	2360
Block Group 4, Census Tract 5215, Harris County, Texas	2313
Block Group 3, Census Tract 5217, Harris County, Texas	1931
Block Group 1, Census Tract 5214, Harris County, Texas	1152
Block Group 4, Census Tract 5214, Harris County, Texas	1639
Block Group 1, Census Tract 5217, Harris County, Texas	1222
Block Group 3, Census Tract 5214, Harris County, Texas	1683
Block Group 2, Census Tract 5214, Harris County, Texas	2731
Block Group 3, Census Tract 5205, Harris County, Texas	1399
Block Group 1, Census Tract 5206.01, Harris County, Texas	2539
Block Group 4, Census Tract 5205, Harris County, Texas	1843
Block Group 1, Census Tract 5206.02, Harris County, Texas	1016
Block Group 2, Census Tract 5205, Harris County, Texas	4252
Block Group 1, Census Tract 5204, Harris County, Texas	1331
Block Group 2, Census Tract 5204, Harris County, Texas	1946
Block Group 1, Census Tract 5203, Harris County, Texas	2520
Block Group 1, Census Tract 5205, Harris County, Texas	2002
Block Group 2, Census Tract 4301, Harris County, Texas	2057
Block Group 1, Census Tract 5301, Harris County, Texas	1343
Block Group 5, Census Tract 4301, Harris County, Texas	1189
Block Group 1, Census Tract 5201, Harris County, Texas	2146
Block Group 1, Census Tract 4301, Harris County, Texas	999
Block Group 3, Census Tract 5301, Harris County, Texas	1122
Block Group 2, Census Tract 5110.01, Harris County, Texas	1396
Block Group 4, Census Tract 5108, Harris County, Texas	765
Block Group 1, Census Tract 5110.01, Harris County, Texas	1654
Block Group 2, Census Tract 5109, Harris County, Texas	3544
Block Group 1, Census Tract 9502, Leon County, Texas	642
Block Group 2, Census Tract 9502, Leon County, Texas	1291
Block Group 3, Census Tract 9502, Leon County, Texas	737
Block Group 5, Census Tract 9502, Leon County, Texas	844
Block Group 3, Census Tract 9501, Leon County, Texas	2294
Block Group 2, Census Tract 9503, Leon County, Texas	1179
Block Group 3, Census Tract 9503, Leon County, Texas	1386
Block Group 4, Census Tract 9503, Leon County, Texas	1548
Block Group 1, Census Tract 9707, Limestone County, Texas	970
Block Group 2, Census Tract 9707, Limestone County, Texas	839
Block Group 1, Census Tract 3, Madison County, Texas	1280
Block Group 1, Census Tract 2, Madison County, Texas	1168
Block Group 3, Census Tract 9704, Navarro County, Texas	995
Block Group 1, Census Tract 9703, Navarro County, Texas	1551
Block Group 1, Census Tract 9710, Navarro County, Texas	1926
Block Group 4, Census Tract 9709, Navarro County, Texas	2512
Block Group 5, Census Tract 9709, Navarro County, Texas	2007
Block Group 1, Census Tract 6806, Waller County, Texas	2711
Block Group 2, Census Tract 6806, Waller County, Texas	2414

**Socioeconomic:  
2017 ACS 5-Year Estimates – Race within the  
Study Area by Block Group and Census Tract,  
County**



Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 1, Census Tract 100, Dallas County, Texas	8078	6184	2536	3163	65	105	0	43	272	15
Block Group 2, Census Tract 20, Dallas County, Texas	874	742	237	484	0	21	0	0	0	0
Block Group 2, Census Tract 31.01, Dallas County, Texas	1347	1152	971	125	0	45	0	0	11	0
Block Group 2, Census Tract 41, Dallas County, Texas	482	135	21	114	0	0	0	0	0	0
Block Group 3, Census Tract 204, Dallas County, Texas	3072	2400	1412	808	0	147	0	0	33	0
Block Group 1, Census Tract 204, Dallas County, Texas	1971	982	585	365	0	0	11	0	21	0
Block Group 1, Census Tract 89, Dallas County, Texas	754	340	82	258	0	0	0	0	0	0
Block Group 1, Census Tract 34, Dallas County, Texas	573	560	5	555	0	0	0	0	0	0
Block Group 2, Census Tract 34, Dallas County, Texas	762	577	162	384	4	27	0	0	0	0
Block Group 1, Census Tract 40, Dallas County, Texas	574	527	0	523	4	0	0	0	0	0
Block Group 1, Census Tract 86.04, Dallas County, Texas	1583	915	65	839	0	0	0	0	11	0
Block Group 2, Census Tract 168.02, Dallas County, Texas	1756	1408	390	1000	0	0	0	18	0	0
Block Group 1, Census Tract 87.01, Dallas County, Texas	1488	1249	10	1211	0	0	0	0	28	0
Block Group 1, Census Tract 86.03, Dallas County, Texas	641	552	0	552	0	0	0	0	0	0
Block Group 2, Census Tract 86.04, Dallas County, Texas	1350	1047	0	1047	0	0	0	0	0	0





Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 4, Census Tract 87.01, Dallas County, Texas	675	576	0	565	0	0	0	0	11	0
Block Group 5, Census Tract 87.01, Dallas County, Texas	1330	1225	0	1225	0	0	0	0	0	0
Block Group 2, Census Tract 40, Dallas County, Texas	564	491	9	482	0	0	0	0	0	0
Block Group 2, Census Tract 87.01, Dallas County, Texas	749	728	6	722	0	0	0	0	0	0
Block Group 1, Census Tract 114.01, Dallas County, Texas	1593	1504	31	1432	12	0	0	0	29	0
Block Group 3, Census Tract 115, Dallas County, Texas	458	368	60	308	0	0	0	0	0	0
Block Group 2, Census Tract 202, Dallas County, Texas	1809	1531	4	1527	0	0	0	0	0	0
Block Group 1, Census Tract 167.03, Dallas County, Texas	1002	220	154	66	0	0	0	0	0	0
Block Group 1, Census Tract 202, Dallas County, Texas	702	574	0	574	0	0	0	0	0	0
Block Group 4, Census Tract 115, Dallas County, Texas	1116	658	41	617	0	0	0	0	0	0
Block Group 3, Census Tract 169.03, Dallas County, Texas	1816	984	541	385	0	15	0	0	43	0
Block Group 3, Census Tract 202, Dallas County, Texas	1339	998	38	898	0	0	0	0	62	0
Block Group 2, Census Tract 169.02, Dallas County, Texas	1592	569	281	281	0	2	0	0	5	0
Block Group 1, Census Tract 169.02, Dallas County, Texas	3607	2554	1125	1321	23	0	0	0	85	0
Block Group 5, Census Tract 169.03, Dallas County, Texas	666	543	379	164	0	0	0	0	0	0
Block Group 1, Census Tract 611, Ellis County, Texas	1282	1140	1137	3	0	0	0	0	0	0
Block Group 1, Census Tract 612, Ellis County, Texas	709	461	411	10	0	25	15	0	0	0
Block Group 1, Census Tract 602.10, Ellis County, Texas	1074	819	622	70	10	117	0	0	0	0
Block Group 1, Census Tract 601.01, Ellis County, Texas	2784	1799	1416	217	0	21	0	0	145	0
Block Group 2, Census Tract 613, Ellis County, Texas	1866	1130	1099	13	0	0	0	0	18	0
Block Group 2, Census Tract 601.01, Ellis County, Texas	1587	817	792	16	0	4	0	5	0	0

Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino:	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: American alone	Estimate; Hispanic or Latino: Black American alone	Estimate; Hispanic or Latino: Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two or more races excluding Some other race, and three or more races
11	99	99	0	0	0	0	0	0	0	0	0
0	105	105	0	0	0	0	0	0	0	0	0
0	73	73	0	0	0	0	0	0	0	0	0
0	21	0	21	0	0	0	0	0	0	0	0
29	89	15	0	0	0	0	61	13	13	13	0
0	90	24	0	0	0	0	66	0	0	0	0
0	278	278	0	0	0	0	0	0	0	0	0
0	782	753	0	0	0	0	15	14	0	0	14
0	128	128	0	0	0	0	0	0	0	0	0
0	458	451	7	0	0	0	0	0	0	0	0
43	832	743	4	8	0	0	77	0	0	0	0
62	341	341	0	0	0	0	0	0	0	0	0
5	1023	843	45	0	0	0	124	11	11	11	0
85	1053	966	19	0	0	0	56	12	4	8	8
0	123	123	0	0	0	0	0	0	0	0	0
0	142	135	0	0	0	0	7	0	0	0	0
0	248	150	0	17	0	0	79	2	2	2	0
0	255	112	0	0	0	0	71	72	0	72	72
145	985	670	0	28	0	0	90	197	28	169	169
18	736	721	9	0	0	0	0	6	6	6	0
0	770	461	0	62	0	0	40	207	26	181	181

Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 1, Census Tract 601.02, Ellis County, Texas	2213	1065	914	151	0	0	0	0	0	0
Block Group 3, Census Tract 601.02, Ellis County, Texas	3016	1960	1685	150	65	1	0	0	59	0
Block Group 2, Census Tract 612, Ellis County, Texas	1229	775	655	90	21	0	0	0	9	0
Block Group 1, Census Tract 613, Ellis County, Texas	822	591	586	0	0	0	0	0	5	5
Block Group 2, Census Tract 4, Freestone County, Texas	1275	1204	1052	140	1	0	0	0	11	0
Block Group 1, Census Tract 6, Freestone County, Texas	708	672	652	0	0	0	0	0	20	20
Block Group 2, Census Tract 1, Freestone County, Texas	2861	2664	2007	583	0	19	0	0	55	0
Block Group 1, Census Tract 3, Freestone County, Texas	1303	990	450	494	8	30	0	0	8	0
Block Group 3, Census Tract 6, Freestone County, Texas	3282	2669	2058	589	13	0	0	0	9	9
Block Group 1, Census Tract 1, Freestone County, Texas	2106	1976	1631	297	0	23	0	0	25	0
Block Group 2, Census Tract 1803.01, Grimes County, Texas	1053	980	970	0	5	5	0	0	0	0
Block Group 1, Census Tract 1803.01, Grimes County, Texas	1413	1139	874	259	3	0	0	0	3	0
Block Group 1, Census Tract 1803.02, Grimes County, Texas	1685	1508	1434	42	9	0	0	0	23	0
Block Group 2, Census Tract 1801.02, Grimes County, Texas	2054	1779	1677	102	0	0	0	0	0	0
Block Group 1, Census Tract 1801.02, Grimes County, Texas	1350	1194	1186	0	8	0	0	0	0	0
Block Group 5, Census Tract 1802, Grimes County, Texas	1501	1473	858	603	0	0	0	0	12	0
Block Group 2, Census Tract 1803.02, Grimes County, Texas	1627	1425	1171	177	14	0	0	0	63	0
Block Group 1, Census Tract 5560, Harris County, Texas	957	689	533	108	22	26	0	0	0	0
Block Group 1, Census Tract 5431, Harris County, Texas	3498	2008	1442	322	60	19	0	90	75	36
Block Group 2, Census Tract 5560, Harris County, Texas	2681	1583	1188	224	0	130	0	0	41	0
Block Group 1, Census Tract 5430.01, Harris County, Texas	9961	7925	4659	1489	59	1617	0	10	91	0

Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino:	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: Black or African American alone	Estimate; Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two or more races excluding Some other race, and three or more races
0	1148	992	0	0	0	0	156	0	0	0
59	1056	712	0	84	0	0	129	131	21	110
9	454	296	7	8	0	0	86	57	27	30
0	231	201	0	8	0	0	11	11	11	0
11	71	67	0	0	0	0	0	4	0	4
0	36	36	0	0	0	0	0	0	0	0
55	197	182	0	0	0	0	15	0	0	0
8	313	271	0	0	0	0	42	0	0	0
0	613	573	0	1	0	0	39	0	0	0
25	130	121	0	0	0	0	9	0	0	0
0	73	57	0	6	0	0	0	10	0	10
3	274	131	0	143	0	0	0	0	0	0
23	177	173	0	0	0	0	0	4	4	0
0	275	260	0	15	0	0	0	0	0	0
0	156	25	0	0	0	0	131	0	0	0
12	28	17	0	0	0	0	11	0	0	0
63	202	190	0	0	0	0	12	0	0	0
0	268	97	0	0	0	0	171	0	0	0
39	1490	1006	0	0	0	0	446	38	38	0
41	1098	1087	0	0	0	0	11	0	0	0
91	2036	1941	21	0	0	0	35	39	39	0

Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 1, Census Tract 5430.02, Harris County, Texas	13878	11681	7528	2002	17	1717	0	163	254	32
Block Group 2, Census Tract 5430.02, Harris County, Texas	3764	2594	1427	371	0	643	0	0	153	0
Block Group 1, Census Tract 5410.03, Harris County, Texas	5701	4101	1922	1411	0	580	0	0	188	0
Block Group 2, Census Tract 5544.01, Harris County, Texas	10707	8843	7083	311	0	1223	0	0	226	0
Block Group 1, Census Tract 5410.02, Harris County, Texas	7632	6253	3190	1571	0	1238	0	0	254	0
Block Group 2, Census Tract 5410.02, Harris County, Texas	1618	1284	614	260	0	373	0	0	37	0
Block Group 2, Census Tract 5522, Harris County, Texas	2423	1555	1077	43	0	435	0	0	0	0
Block Group 3, Census Tract 5522, Harris County, Texas	2997	1806	905	585	0	316	0	0	0	0
Block Group 1, Census Tract 5410.01, Harris County, Texas	8896	6936	3077	1945	0	1861	0	0	53	0
Block Group 2, Census Tract 5409.02, Harris County, Texas	2399	1874	802	887	18	127	0	0	40	0
Block Group 1, Census Tract 5521.03, Harris County, Texas	1428	1007	631	168	130	78	0	0	0	0
Block Group 1, Census Tract 5521.01, Harris County, Texas	4154	3081	1591	818	0	557	0	76	39	0
Block Group 1, Census Tract 5520.02, Harris County, Texas	1511	1353	785	371	0	171	0	26	0	0
Block Group 2, Census Tract 5408, Harris County, Texas	2685	1663	671	578	0	372	0	0	42	0
Block Group 3, Census Tract 5520.01, Harris County, Texas	2923	1729	903	678	0	148	0	0	0	0
Block Group 1, Census Tract 5401, Harris County, Texas	7549	6293	3488	456	0	2179	0	133	37	0
Block Group 1, Census Tract 5519, Harris County, Texas	888	655	371	247	0	0	0	0	37	0
Block Group 3, Census Tract 5519, Harris County, Texas	2219	1778	561	1091	0	69	0	0	57	35
Block Group 2, Census Tract 5519, Harris County, Texas	2712	1619	441	1109	0	0	0	0	69	0
Block Group 6, Census Tract 5517.01, Harris County, Texas	2363	1734	1105	82	0	493	0	0	54	0
Block Group 1, Census Tract 5518, Harris County, Texas	2406	2104	1869	40	0	167	0	0	28	0

Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino:	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: Black or African American alone	Estimate; Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races
222	2197	1826	0	0	0	0	230	141	85	56
153	1170	999	25	0	0	0	146	0	0	0
188	1600	861	0	0	0	0	230	509	0	509
226	1864	1820	27	0	0	0	0	17	0	17
254	1379	1163	10	0	0	0	59	147	41	106
37	334	246	0	0	0	0	88	0	0	0
0	868	866	0	0	0	0	2	0	0	0
0	1191	863	0	0	0	0	232	96	96	0
53	1960	1792	0	0	0	0	150	18	18	0
40	525	487	0	0	0	0	17	21	21	0
0	421	409	0	0	0	0	12	0	0	0
39	1073	854	10	0	0	0	183	26	21	5
0	158	152	0	0	0	0	6	0	0	0
42	1022	633	0	124	0	0	265	0	0	0
0	1194	1160	0	34	0	0	0	0	0	0
37	1256	938	0	0	0	0	284	34	34	0
37	233	187	0	0	0	0	0	46	0	46
22	441	340	35	0	0	0	66	0	0	0
69	1093	1081	0	0	0	0	12	0	0	0
54	629	471	0	0	0	0	120	38	0	38
28	302	295	7	0	0	0	0	0	0	0

Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 3, Census Tract 5401, Harris County, Texas	1411	320	296	0	0	24	0	0	0	0
Block Group 3, Census Tract 5518, Harris County, Texas	907	668	581	63	11	13	0	0	0	0
Block Group 1, Census Tract 5218, Harris County, Texas	2712	1707	402	497	0	786	0	0	22	11
Block Group 2, Census Tract 5216, Harris County, Texas	1093	582	22	551	0	0	0	9	0	0
Block Group 1, Census Tract 5342.03, Harris County, Texas	2217	803	570	104	28	101	0	0	0	0
Block Group 4, Census Tract 5217, Harris County, Texas	1313	858	144	661	0	10	0	0	43	0
Block Group 1, Census Tract 5216, Harris County, Texas	2490	547	460	46	0	41	0	0	0	0
Block Group 2, Census Tract 5217, Harris County, Texas	2360	660	399	154	0	32	75	0	0	0
Block Group 4, Census Tract 5215, Harris County, Texas	2313	1017	801	77	0	69	0	0	70	0
Block Group 3, Census Tract 5217, Harris County, Texas	1931	711	186	411	0	74	0	0	40	40
Block Group 1, Census Tract 5214, Harris County, Texas	1152	18	0	0	0	18	0	0	0	0
Block Group 4, Census Tract 5214, Harris County, Texas	1639	34	19	15	0	0	0	0	0	0
Block Group 1, Census Tract 5217, Harris County, Texas	1222	487	171	316	0	0	0	0	0	0
Block Group 3, Census Tract 5214, Harris County, Texas	1683	274	208	0	0	35	13	0	18	0
Block Group 2, Census Tract 5214, Harris County, Texas	2731	0	0	0	0	0	0	0	0	0
Block Group 3, Census Tract 5205, Harris County, Texas	1399	191	191	0	0	0	0	0	0	0
Block Group 1, Census Tract 5206.01, Harris County, Texas	2539	630	316	96	0	218	0	0	0	0
Block Group 4, Census Tract 5205, Harris County, Texas	1843	786	346	218	0	0	0	0	222	0
Block Group 1, Census Tract 5206.02, Harris County, Texas	1016	36	36	0	0	0	0	0	0	0
Block Group 2, Census Tract 5205, Harris County, Texas	4252	538	350	188	0	0	0	0	0	0
Block Group 1, Census Tract 5204, Harris County, Texas	1331	304	238	35	0	15	0	0	16	0



Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino:	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: Black or African American alone	Estimate; Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two or more races excluding Some other race, and three or more races
0	1091	743	0	0	0	0	311	37	0	37
0	239	239	0	0	0	0	0	0	0	0
11	1005	548	0	0	11	0	395	51	51	0
0	511	282	0	4	0	0	225	0	0	0
0	1414	898	31	0	0	0	408	77	77	0
43	455	407	48	0	0	0	0	0	0	0
0	1943	1326	0	0	0	0	557	60	29	31
0	1700	654	39	275	0	0	732	0	0	0
70	1296	372	0	0	0	0	912	12	12	0
0	1220	898	11	130	0	0	181	0	0	0
0	1134	322	0	103	0	0	605	104	0	104
0	1605	322	0	82	0	0	1201	0	0	0
0	735	690	0	0	0	0	45	0	0	0
18	1409	517	0	0	0	0	892	0	0	0
0	2731	1208	0	0	0	0	1523	0	0	0
0	1208	913	0	0	0	0	295	0	0	0
0	1909	889	0	0	0	0	1020	0	0	0
222	1057	597	0	0	0	0	460	0	0	0
0	980	29	0	66	0	0	885	0	0	0
0	3714	1381	0	126	0	0	2207	0	0	0
16	1027	323	5	0	0	0	630	69	48	21

Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 2, Census Tract 5204, Harris County, Texas	1946	608	547	17	0	11	0	0	33	0
Block Group 1, Census Tract 5203, Harris County, Texas	2520	825	655	94	0	60	0	0	16	0
Block Group 1, Census Tract 5205, Harris County, Texas	2002	225	203	22	0	0	0	0	0	0
Block Group 2, Census Tract 4301, Harris County, Texas	2057	1908	1721	0	0	151	0	8	28	0
Block Group 1, Census Tract 5301, Harris County, Texas	1343	182	17	165	0	0	0	0	0	0
Block Group 5, Census Tract 4301, Harris County, Texas	1189	991	942	6	0	43	0	0	0	0
Block Group 1, Census Tract 5201, Harris County, Texas	2146	1232	1004	57	0	87	0	6	78	0
Block Group 1, Census Tract 4301, Harris County, Texas	999	830	732	0	15	71	0	0	12	0
Block Group 3, Census Tract 5301, Harris County, Texas	1122	203	139	64	0	0	0	0	0	0
Block Group 2, Census Tract 5110.01, Harris County, Texas	1396	1039	927	68	0	44	0	0	0	0
Block Group 4, Census Tract 5108, Harris County, Texas	765	697	476	99	46	25	0	0	51	0
Block Group 1, Census Tract 5110.01, Harris County, Texas	1654	1272	1082	70	0	92	0	0	28	0
Block Group 2, Census Tract 5109, Harris County, Texas	3544	2995	2084	346	24	401	0	0	140	18
Block Group 1, Census Tract 9502, Leon County, Texas	642	583	533	0	0	50	0	0	0	0
Block Group 2, Census Tract 9502, Leon County, Texas	1291	1149	1118	0	0	0	31	0	0	0
Block Group 3, Census Tract 9502, Leon County, Texas	737	737	720	0	0	0	0	0	17	0
Block Group 5, Census Tract 9502, Leon County, Texas	844	799	667	123	4	0	0	0	5	0
Block Group 3, Census Tract 9501, Leon County, Texas	2294	1779	1616	110	33	9	0	0	11	0
Block Group 2, Census Tract 9503, Leon County, Texas	1179	1116	1086	20	0	0	0	0	10	0
Block Group 3, Census Tract 9503, Leon County, Texas	1386	1378	1011	367	0	0	0	0	0	0
Block Group 4, Census Tract 9503, Leon County, Texas	1548	1468	1287	144	17	0	0	6	14	0

Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: American alone	Estimate; Hispanic or Latino: Black or African American alone	Estimate; Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two or more races excluding Some other race, and three or more races
33	1338	344	0	0	0	0	994	0	0	0
16	1695	770	27	0	0	0	876	22	22	0
0	1777	705	0	0	0	0	1072	0	0	0
28	149	145	0	0	0	0	4	0	0	0
0	1161	446	0	0	0	0	697	18	18	0
0	198	156	0	0	42	0	0	0	0	0
78	914	543	0	8	0	0	363	0	0	0
12	169	126	0	0	43	0	0	0	0	0
0	919	165	0	0	0	0	739	15	0	15
0	357	342	0	0	0	0	15	0	0	0
51	68	36	0	0	0	0	32	0	0	0
28	382	356	9	0	0	0	17	0	0	0
122	549	448	88	0	0	0	13	0	0	0
0	59	55	0	4	0	0	0	0	0	0
0	142	142	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0
5	45	13	0	0	0	0	32	0	0	0
11	515	444	45	0	0	0	26	0	0	0
10	63	52	0	0	0	0	11	0	0	0
0	8	8	0	0	0	0	0	0	0	0
14	80	70	0	0	0	0	10	0	0	0

Geography	Estimate; Total:	Estimate; Not Hispanic or Latino:	Estimate; Not Hispanic or Latino: White alone	Estimate; Not Hispanic or Latino: Black or African American alone	Estimate; Not Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Not Hispanic or Latino: Asian alone	Estimate; Not Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Not Hispanic or Latino: Some other race alone	Estimate; Not Hispanic or Latino: Two or more races:	Estimate; Not Hispanic or Latino: Two or more races: Two races including Some other race
Block Group 1, Census Tract 9707, Limestone County, Texas	970	903	841	18	0	44	0	0	0	0
Block Group 2, Census Tract 9707, Limestone County, Texas	839	812	808	4	0	0	0	0	0	0
Block Group 1, Census Tract 3, Madison County, Texas	1280	1079	1065	0	0	0	0	0	14	0
Block Group 1, Census Tract 2, Madison County, Texas	1168	1126	1105	21	0	0	0	0	0	0
Block Group 3, Census Tract 9704, Navarro County, Texas	995	957	873	38	25	0	0	11	10	0
Block Group 1, Census Tract 9703, Navarro County, Texas	1551	930	916	8	3	0	0	0	3	0
Block Group 1, Census Tract 9710, Navarro County, Texas	1926	1703	1597	50	14	24	0	0	18	0
Block Group 4, Census Tract 9709, Navarro County, Texas	2512	1803	1027	551	0	0	198	0	27	0
Block Group 5, Census Tract 9709, Navarro County, Texas	2007	1569	1518	40	0	0	0	0	11	0
Block Group 1, Census Tract 6806, Waller County, Texas	2711	1888	1780	45	0	63	0	0	0	0
Block Group 2, Census Tract 6806, Waller County, Texas	2414	1910	1910	0	0	0	0	0	0	0

Estimate; Not Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races	Estimate; Hispanic or Latino:	Estimate; Hispanic or Latino: White alone	Estimate; Hispanic or Latino: Black American alone	Estimate; Hispanic or Latino: American Indian and Alaska Native alone	Estimate; Hispanic or Latino: Asian alone	Estimate; Hispanic or Latino: Native Hawaiian and Other Pacific Islander alone	Estimate; Hispanic or Latino: Some other race alone	Estimate; Hispanic or Latino: Two or more races:	Estimate; Hispanic or Latino: Two or more races including Some other race	Estimate; Hispanic or Latino: Two or more races: Two races excluding Some other race, and three or more races
0	67	67	0	0	0	0	0	0	0	0
0	27	27	0	0	0	0	0	0	0	0
14	201	119	0	0	0	0	82	0	0	0
0	42	35	0	0	0	0	7	0	0	0
10	38	28	0	0	0	0	8	2	2	0
3	621	474	0	0	0	0	147	0	0	0
18	223	176	0	13	0	0	34	0	0	0
27	709	493	0	4	0	0	143	69	0	69
11	438	416	0	0	0	0	22	0	0	0
0	823	757	0	0	0	0	66	0	0	0
0	504	118	0	0	0	0	386	0	0	0

**Socioeconomic:  
2017 ACS 5-Year Estimates – Ethnicity within the  
Study Area by Block Group and Census Tract,  
County**



Geography	Estimate; Total:	Estimate; Total: White alone	Estimate; Total: Black or African American alone	Estimate; Total: American Indian and Alaska Native alone	Estimate; Total: Asian alone	Estimate; Total: Native Hawaiian and Other Pacific Islander alone	Estimate; Total: Some other race alone	Estimate; Total: Two or more races:	Estimate; Total: Two or more races: Two races including Some other race	Estimate; Total: Two or more races: Two races excluding Some other race, and three or more races
Block Group 1, Census Tract 100, Dallas County, Texas	8078	4012	3209	83	105	34	313	322	22	300
Block Group 2, Census Tract 20, Dallas County, Texas	874	369	484	0	21	0	0	0	0	0
Block Group 2, Census Tract 31.01, Dallas County, Texas	1347	1140	125	3	45	0	5	29	10	19
Block Group 2, Census Tract 41, Dallas County, Texas	482	352	114	0	0	0	16	0	0	0
Block Group 3, Census Tract 204, Dallas County, Texas	3072	1880	890	0	147	0	104	51	0	51
Block Group 1, Census Tract 204, Dallas County, Texas	1971	1545	394	0	0	11	0	21	0	21
Block Group 1, Census Tract 89, Dallas County, Texas	754	496	258	0	0	0	0	0	0	0
Block Group 1, Census Tract 34, Dallas County, Texas	573	11	555	0	0	0	7	0	0	0
Block Group 2, Census Tract 34, Dallas County, Texas	762	331	384	4	27	0	16	0	0	0
Block Group 1, Census Tract 40, Dallas County, Texas	574	47	523	4	0	0	0	0	0	0
Block Group 1, Census Tract 86.04, Dallas County, Texas	1583	665	839	0	0	0	0	79	14	65
Block Group 2, Census Tract 168.02, Dallas County, Texas	1756	675	1000	0	0	0	81	0	0	0
Block Group 1, Census Tract 87.01, Dallas County, Texas	1488	32	1247	0	0	0	6	203	16	187
Block Group 1, Census Tract 86.03, Dallas County, Texas	641	89	552	0	0	0	0	0	0	0
Block Group 2, Census Tract 86.04, Dallas County, Texas	1350	303	1047	0	0	0	0	0	0	0
Block Group 4, Census Tract 87.01, Dallas County, Texas	675	99	565	0	0	0	0	11	0	11
Block Group 5, Census Tract 87.01, Dallas County, Texas	1330	105	1225	0	0	0	0	0	0	0
Block Group 2, Census Tract 40, Dallas County, Texas	564	82	482	0	0	0	0	0	0	0
Block Group 2, Census Tract 87.01, Dallas County, Texas	749	6	743	0	0	0	0	0	0	0
Block Group 1, Census Tract 114.01, Dallas County, Texas	1593	46	1432	12	0	0	61	42	13	29
Block Group 3, Census Tract 115, Dallas County, Texas	458	84	308	0	0	0	66	0	0	0
Block Group 2, Census Tract 202, Dallas County, Texas	1809	282	1527	0	0	0	0	0	0	0
Block Group 1, Census Tract 167.03, Dallas County, Texas	1002	907	66	0	0	0	15	14	0	14
Block Group 1, Census Tract 202, Dallas County, Texas	702	128	574	0	0	0	0	0	0	0
Block Group 4, Census Tract 115, Dallas County, Texas	1116	492	624	0	0	0	0	0	0	0



Geography	Estimate; Total:	Estimate; Total: White alone	Estimate; Total: Black or African American alone	Estimate; Total: American Indian and Alaska Native alone	Estimate; Total: Asian alone	Estimate; Total: Native Hawaiian and Other Pacific Islander alone	Estimate; Total: Some other race alone	Estimate; Total: Two or more races:	Estimate; Total: Two or more races: including Some other race	Estimate; Total: Two or more races: excluding Some other race, and three or more races
Block Group 3, Census Tract 169.03, Dallas County, Texas	1816	1284	389	8	15	0	77	43	0	43
Block Group 3, Census Tract 202, Dallas County, Texas	1339	379	898	0	0	0	0	62	0	62
Block Group 2, Census Tract 169.02, Dallas County, Texas	1592	1124	326	0	2	0	124	16	11	5
Block Group 1, Census Tract 169.02, Dallas County, Texas	3607	2091	1340	23	0	0	56	97	4	93
Block Group 5, Census Tract 169.03, Dallas County, Texas	666	502	164	0	0	0	0	0	0	0
Block Group 1, Census Tract 611, Ellis County, Texas	1282	1272	3	0	0	0	7	0	0	0
Block Group 1, Census Tract 612, Ellis County, Texas	709	561	10	17	25	15	79	2	2	0
Block Group 1, Census Tract 602.10, Ellis County, Texas	1074	734	70	10	117	0	71	72	0	72
Block Group 1, Census Tract 601.01, Ellis County, Texas	2784	2086	217	28	21	0	90	342	28	314
Block Group 2, Census Tract 613, Ellis County, Texas	1866	1820	22	0	0	0	0	24	6	18
Block Group 2, Census Tract 601.01, Ellis County, Texas	1587	1253	16	62	4	0	45	207	26	181
Block Group 1, Census Tract 601.02, Ellis County, Texas	2213	1906	151	0	0	0	156	0	0	0
Block Group 3, Census Tract 601.02, Ellis County, Texas	3016	2397	150	149	1	0	129	190	21	169
Block Group 2, Census Tract 612, Ellis County, Texas	1229	951	97	29	0	0	86	66	27	39
Block Group 1, Census Tract 613, Ellis County, Texas	822	787	0	8	0	0	11	16	16	0
Block Group 2, Census Tract 4, Freestone County, Texas	1275	1119	140	1	0	0	0	15	0	15
Block Group 1, Census Tract 6, Freestone County, Texas	708	688	0	0	0	0	0	20	20	0
Block Group 2, Census Tract 1, Freestone County, Texas	2861	2189	583	0	19	0	15	55	0	55
Block Group 1, Census Tract 3, Freestone County, Texas	1303	721	494	8	30	0	42	8	0	8
Block Group 3, Census Tract 6, Freestone County, Texas	3282	2631	589	14	0	0	39	9	9	0
Block Group 1, Census Tract 1, Freestone County, Texas	2106	1752	297	0	23	0	9	25	0	25
Block Group 2, Census Tract 1803.01, Grimes County, Texas	1053	1027	0	11	5	0	0	10	0	10
Block Group 1, Census Tract 1803.01, Grimes County, Texas	1413	1005	259	146	0	0	0	3	0	3
Block Group 1, Census Tract 1803.02, Grimes County, Texas	1685	1607	42	9	0	0	0	27	4	23
Block Group 2, Census Tract 1801.02, Grimes County, Texas	2054	1937	102	15	0	0	0	0	0	0
Block Group 1, Census Tract 1801.02, Grimes County, Texas	1350	1211	0	8	0	0	131	0	0	0
Block Group 5, Census Tract 1802, Grimes County, Texas	1501	875	603	0	0	0	11	12	0	12

Geography	Estimate; Total:	Estimate; Total: White alone	Estimate; Total: Black or African American alone	Estimate; Total: American Indian and Alaska Native alone	Estimate; Total: Asian alone	Estimate; Total: Native Hawaiian and Other Pacific Islander alone	Estimate; Total: Some other race alone	Estimate; Total: Two or more races:	Estimate; Total: Two or more races: including Some other race	Estimate; Total: Two or more races: excluding Some other race, and three or more races
Block Group 2, Census Tract 1803.02, Grimes County, Texas	1627	1361	177	14	0	0	12	63	0	63
Block Group 1, Census Tract 5560, Harris County, Texas	957	630	108	22	26	0	171	0	0	0
Block Group 1, Census Tract 5431, Harris County, Texas	3498	2448	322	60	19	0	536	113	74	39
Block Group 2, Census Tract 5560, Harris County, Texas	2681	2275	224	0	130	0	11	41	0	41
Block Group 1, Census Tract 5430.01, Harris County, Texas	9961	6600	1510	59	1617	0	45	130	39	91
Block Group 1, Census Tract 5430.02, Harris County, Texas	13878	9354	2002	17	1717	0	393	395	117	278
Block Group 2, Census Tract 5430.02, Harris County, Texas	3764	2426	396	0	643	0	146	153	0	153
Block Group 1, Census Tract 5410.03, Harris County, Texas	5701	2783	1411	0	580	0	230	697	0	697
Block Group 2, Census Tract 5544.01, Harris County, Texas	10707	8903	338	0	1223	0	0	243	0	243
Block Group 1, Census Tract 5410.02, Harris County, Texas	7632	4353	1581	0	1238	0	59	401	41	360
Block Group 2, Census Tract 5410.02, Harris County, Texas	1618	860	260	0	373	0	88	37	0	37
Block Group 2, Census Tract 5522, Harris County, Texas	2423	1943	43	0	435	0	2	0	0	0
Block Group 3, Census Tract 5522, Harris County, Texas	2997	1768	585	0	316	0	232	96	96	0
Block Group 1, Census Tract 5410.01, Harris County, Texas	8896	4869	1945	0	1861	0	150	71	18	53
Block Group 2, Census Tract 5409.02, Harris County, Texas	2399	1289	887	18	127	0	17	61	21	40
Block Group 1, Census Tract 5521.03, Harris County, Texas	1428	1040	168	130	78	0	12	0	0	0
Block Group 1, Census Tract 5521.01, Harris County, Texas	4154	2445	828	0	557	0	259	65	21	44
Block Group 1, Census Tract 5520.02, Harris County, Texas	1511	937	371	0	171	0	32	0	0	0
Block Group 2, Census Tract 5408, Harris County, Texas	2685	1304	578	124	372	0	265	42	0	42
Block Group 3, Census Tract 5520.01, Harris County, Texas	2923	2063	678	34	148	0	0	0	0	0
Block Group 1, Census Tract 5401, Harris County, Texas	7549	4426	456	0	2179	0	417	71	34	37
Block Group 1, Census Tract 5519, Harris County, Texas	888	558	247	0	0	0	0	83	0	83
Block Group 3, Census Tract 5519, Harris County, Texas	2219	901	1126	0	69	0	66	57	35	22
Block Group 2, Census Tract 5519, Harris County, Texas	2712	1522	1109	0	0	0	12	69	0	69
Block Group 6, Census Tract 5517.01, Harris County, Texas	2363	1576	82	0	493	0	120	92	0	92
Block Group 1, Census Tract 5518, Harris County, Texas	2406	2164	47	0	167	0	0	28	0	28
Block Group 3, Census Tract 5401, Harris County, Texas	1411	1039	0	0	24	0	311	37	0	37

Geography	Estimate; Total:	Estimate; Total: White alone	Estimate; Total: Black or African American alone	Estimate; Total: American Indian and Alaska Native alone	Estimate; Total: Asian alone	Estimate; Total: Native Hawaiian and Other Pacific Islander alone	Estimate; Total: Some other race alone	Estimate; Total: Two or more races:	Estimate; Total: Two or more races: including Some other race	Estimate; Total: Two or more races: excluding Some other race, and three or more races
Block Group 3, Census Tract 5518, Harris County, Texas	907	820	63	11	13	0	0	0	0	0
Block Group 1, Census Tract 5218, Harris County, Texas	2712	950	497	0	797	0	395	73	62	11
Block Group 2, Census Tract 5216, Harris County, Texas	1093	304	551	4	0	0	234	0	0	0
Block Group 1, Census Tract 5342.03, Harris County, Texas	2217	1468	135	28	101	0	408	77	77	0
Block Group 4, Census Tract 5217, Harris County, Texas	1313	551	709	0	10	0	0	43	0	43
Block Group 1, Census Tract 5216, Harris County, Texas	2490	1786	46	0	41	0	557	60	29	31
Block Group 2, Census Tract 5217, Harris County, Texas	2360	1053	193	275	32	75	732	0	0	0
Block Group 4, Census Tract 5215, Harris County, Texas	2313	1173	77	0	69	0	912	82	12	70
Block Group 3, Census Tract 5217, Harris County, Texas	1931	1084	422	130	74	0	181	40	40	0
Block Group 1, Census Tract 5214, Harris County, Texas	1152	322	0	103	18	0	605	104	0	104
Block Group 4, Census Tract 5214, Harris County, Texas	1639	341	15	82	0	0	1201	0	0	0
Block Group 1, Census Tract 5217, Harris County, Texas	1222	861	316	0	0	0	45	0	0	0
Block Group 3, Census Tract 5214, Harris County, Texas	1683	725	0	0	35	13	892	18	0	18
Block Group 2, Census Tract 5214, Harris County, Texas	2731	1208	0	0	0	0	1523	0	0	0
Block Group 3, Census Tract 5205, Harris County, Texas	1399	1104	0	0	0	0	295	0	0	0
Block Group 1, Census Tract 5206.01, Harris County, Texas	2539	1205	96	0	218	0	1020	0	0	0
Block Group 4, Census Tract 5205, Harris County, Texas	1843	943	218	0	0	0	460	222	0	222
Block Group 1, Census Tract 5206.02, Harris County, Texas	1016	65	0	66	0	0	885	0	0	0
Block Group 2, Census Tract 5205, Harris County, Texas	4252	1731	188	126	0	0	2207	0	0	0
Block Group 1, Census Tract 5204, Harris County, Texas	1331	561	40	0	15	0	630	85	48	37
Block Group 2, Census Tract 5204, Harris County, Texas	1946	891	17	0	11	0	994	33	0	33
Block Group 1, Census Tract 5203, Harris County, Texas	2520	1425	121	0	60	0	876	38	22	16
Block Group 1, Census Tract 5205, Harris County, Texas	2002	908	22	0	0	0	1072	0	0	0
Block Group 2, Census Tract 4301, Harris County, Texas	2057	1866	0	0	151	0	12	28	0	28
Block Group 1, Census Tract 5301, Harris County, Texas	1343	463	165	0	0	0	697	18	18	0
Block Group 5, Census Tract 4301, Harris County, Texas	1189	1098	6	0	85	0	0	0	0	0
Block Group 1, Census Tract 5201, Harris County, Texas	2146	1547	57	8	87	0	369	78	0	78

Geography	Estimate; Total:	Estimate; Total: White alone	Estimate; Total: Black or African American alone	Estimate; Total: American Indian and Alaska Native alone	Estimate; Total: Asian alone	Estimate; Total: Native Hawaiian and Other Pacific Islander alone	Estimate; Total: Some other race alone	Estimate; Total: Two or more races:	Estimate; Total: Two or more races including Some other race	Estimate; Total: Two or more races excluding Some other race, and three or more races
Block Group 1, Census Tract 4301, Harris County, Texas	999	858	0	15	114	0	0	12	0	12
Block Group 3, Census Tract 5301, Harris County, Texas	1122	304	64	0	0	0	739	15	0	15
Block Group 2, Census Tract 5110.01, Harris County, Texas	1396	1269	68	0	44	0	15	0	0	0
Block Group 4, Census Tract 5108, Harris County, Texas	765	512	99	46	25	0	32	51	0	51
Block Group 1, Census Tract 5110.01, Harris County, Texas	1654	1438	79	0	92	0	17	28	0	28
Block Group 2, Census Tract 5109, Harris County, Texas	3544	2532	434	24	401	0	13	140	18	122
Block Group 1, Census Tract 9502, Leon County, Texas	642	588	0	4	50	0	0	0	0	0
Block Group 2, Census Tract 9502, Leon County, Texas	1291	1260	0	0	0	31	0	0	0	0
Block Group 3, Census Tract 9502, Leon County, Texas	737	720	0	0	0	0	0	17	0	17
Block Group 5, Census Tract 9502, Leon County, Texas	844	680	123	4	0	0	32	5	0	5
Block Group 3, Census Tract 9501, Leon County, Texas	2294	2060	155	33	9	0	26	11	0	11
Block Group 2, Census Tract 9503, Leon County, Texas	1179	1138	20	0	0	0	11	10	0	10
Block Group 3, Census Tract 9503, Leon County, Texas	1386	1019	367	0	0	0	0	0	0	0
Block Group 4, Census Tract 9503, Leon County, Texas	1548	1357	144	17	0	0	16	14	0	14
Block Group 1, Census Tract 9707, Limestone County, Texas	970	908	18	0	44	0	0	0	0	0
Block Group 2, Census Tract 9707, Limestone County, Texas	839	835	4	0	0	0	0	0	0	0
Block Group 1, Census Tract 3, Madison County, Texas	1280	1184	0	0	0	0	82	14	0	14
Block Group 1, Census Tract 2, Madison County, Texas	1168	1140	21	0	0	0	7	0	0	0
Block Group 3, Census Tract 9704, Navarro County, Texas	995	901	38	25	0	0	19	12	2	10
Block Group 1, Census Tract 9703, Navarro County, Texas	1551	1390	8	3	0	0	147	3	0	3
Block Group 1, Census Tract 9710, Navarro County, Texas	1926	1773	50	27	24	0	34	18	0	18
Block Group 4, Census Tract 9709, Navarro County, Texas	2512	1520	551	4	0	198	143	96	0	96
Block Group 5, Census Tract 9709, Navarro County, Texas	2007	1934	40	0	0	0	22	11	0	11
Block Group 1, Census Tract 6806, Waller County, Texas	2711	2537	45	0	63	0	66	0	0	0
Block Group 2, Census Tract 6806, Waller County, Texas	2414	2028	0	0	0	0	386	0	0	0



**Socioeconomic:  
2017 ACS 5-Year Estimates – Low Income  
within the Study Area by Block Group  
and Census Tract, County**



Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families:	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families:	Estimate; Income in the past 12 months below poverty level: In family households: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Female householder, no husband present:	Estimate; Income in the past 12 months below poverty level: In other families: All relatives
Block Group 1, Census Tract 100, Dallas County, Texas	2048	150	18	18	18	0	0	0	0	0	0	0
Block Group 2, Census Tract 20, Dallas County, Texas	874	420	222	0	0	0	222	22	0	22	200	200
Block Group 2, Census Tract 31.01, Dallas County, Texas	1323	148	47	0	0	0	47	0	0	0	47	47
Block Group 2, Census Tract 41, Dallas County, Texas	482	194	173	53	53	0	120	93	75	18	27	24
Block Group 3, Census Tract 204, Dallas County, Texas	3023	629	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 204, Dallas County, Texas	1962	599	111	0	0	0	111	0	0	0	111	111
Block Group 1, Census Tract 89, Dallas County, Texas	754	338	315	0	0	0	315	265	193	72	50	29
Block Group 1, Census Tract 34, Dallas County, Texas	573	64	23	7	7	0	16	0	0	0	16	16
Block Group 2, Census Tract 34, Dallas County, Texas	748	276	101	39	39	0	62	29	20	9	33	11
Block Group 1, Census Tract 40, Dallas County, Texas	574	169	114	14	14	0	100	0	0	0	100	94
Block Group 1, Census Tract 86.04, Dallas County, Texas	1583	761	726	76	33	43	650	93	93	0	557	540
Block Group 2, Census Tract 168.02, Dallas County, Texas	1756	170	163	0	0	0	163	0	0	0	163	150
Block Group 1, Census Tract 87.01, Dallas County, Texas	1488	908	756	0	0	0	756	50	40	10	706	706
Block Group 1, Census Tract 86.03, Dallas County, Texas	641	296	293	10	10	0	283	89	78	11	194	194
Block Group 2, Census Tract 86.04, Dallas County, Texas	1350	873	506	133	109	24	373	44	44	0	329	329
Block Group 4, Census Tract 87.01, Dallas County, Texas	675	113	65	19	19	0	46	0	0	0	46	39
Block Group 5, Census Tract 87.01, Dallas County, Texas	1330	636	506	0	0	0	506	16	16	0	490	490
Block Group 2, Census Tract 40, Dallas County, Texas	564	267	255	73	73	0	182	88	88	0	94	67
Block Group 2, Census Tract 87.01, Dallas County, Texas	749	217	111	0	0	0	111	15	15	0	96	84
Block Group 1, Census Tract 114.01, Dallas County, Texas	1440	560	420	0	0	0	420	155	138	17	265	265
Block Group 3, Census Tract 115, Dallas County, Texas	458	130	91	0	0	0	91	0	0	0	91	91
Block Group 2, Census Tract 202, Dallas County, Texas	1809	651	618	161	161	0	457	81	81	0	376	365
Block Group 1, Census Tract 167.03, Dallas County, Texas	1002	12	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 202, Dallas County, Texas	702	173	71	0	0	0	71	0	0	0	71	71
Block Group 4, Census Tract 115, Dallas County, Texas	1116	186	152	26	26	0	126	126	102	24	0	0



Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Other living arrangement	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:					
0	132	83	76	7	49	1898	490	250	250	0	240	169
0	198	190	151	39	8	454	233	0	0	0	233	55
0	101	52	42	10	49	1175	366	296	287	9	70	70
3	21	21	21	0	0	288	277	129	129	0	148	105
0	629	62	44	18	567	2394	1068	965	918	47	103	59
0	488	15	15	0	473	1363	976	822	822	0	154	0
21	23	23	23	0	0	416	379	149	149	0	230	122
0	41	28	28	0	13	509	449	115	115	0	334	50
22	175	116	102	14	59	472	307	157	157	0	150	77
6	55	55	50	5	0	405	265	137	137	0	128	55
17	35	35	35	0	0	822	725	484	484	0	241	117
13	7	7	7	0	0	1586	1473	1040	1040	0	433	6
0	152	125	104	21	27	580	529	311	311	0	218	57
0	3	3	3	0	0	345	322	60	60	0	262	0
0	367	346	326	20	21	477	356	140	140	0	216	82
7	48	35	26	9	13	562	524	199	199	0	325	99
0	130	100	79	21	30	694	493	0	0	0	493	116
27	12	12	12	0	0	297	205	41	41	0	164	0
12	106	90	90	0	16	532	404	136	136	0	268	54
0	140	140	140	0	0	880	782	333	333	0	449	120
0	39	39	39	0	0	328	270	142	139	3	128	22
11	33	28	28	0	5	1158	965	314	314	0	651	178
0	12	12	12	0	0	990	949	298	298	0	651	304
0	102	102	102	0	0	529	481	158	158	0	323	80
0	34	34	34	0	0	930	866	500	500	0	366	16

Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement	
159	10	71	71	0	1408	1138	865	273	270
37	18	178	178	0	221	152	140	12	69
70	0	0	0	0	809	662	488	174	147
105	0	43	40	3	11	11	11	0	0
59	0	44	44	0	1326	891	632	259	435
0	0	154	154	0	387	303	254	49	84
122	0	108	108	0	37	37	37	0	0
50	0	284	284	0	60	60	46	14	0
62	15	73	59	14	165	110	67	43	55
55	0	73	66	7	140	97	69	28	43
111	6	124	116	8	97	97	97	0	0
6	0	427	407	20	113	93	80	13	20
57	0	161	161	0	51	23	23	0	28
0	0	262	262	0	23	23	23	0	0
82	0	134	116	18	121	121	121	0	0
99	0	226	226	0	38	38	38	0	0
116	0	377	365	12	201	174	143	31	27
0	0	164	156	8	92	92	92	0	0
54	0	214	178	36	128	122	122	0	6
120	0	329	329	0	98	98	98	0	0
22	0	106	106	0	58	44	38	6	14
151	27	473	473	0	193	151	112	39	42
304	0	347	347	0	41	27	12	15	14
80	0	243	243	0	48	48	48	0	0
16	0	350	350	0	64	52	40	12	12

Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: All non relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present:	Estimate; Income in the past 12 months below poverty level: In other families: All relatives	
Block Group 3, Census Tract 169.03, Dallas County, Texas	1456	420	364	71	71	0	293	185	150	35	108	98
Block Group 3, Census Tract 202, Dallas County, Texas	1248	462	218	30	30	0	188	37	16	21	151	146
Block Group 2, Census Tract 169.02, Dallas County, Texas	1496	543	501	184	172	12	317	156	118	38	161	161
Block Group 1, Census Tract 169.02, Dallas County, Texas	1380	279	253	152	152	0	101	0	0	0	101	101
Block Group 5, Census Tract 169.03, Dallas County, Texas	666	177	148	53	53	0	95	0	0	0	95	95
Block Group 1, Census Tract 611, Ellis County, Texas	1282	98	96	59	59	0	37	0	0	0	37	37
Block Group 1, Census Tract 612, Ellis County, Texas	709	81	63	40	37	3	23	13	10	3	10	10
Block Group 1, Census Tract 602.10, Ellis County, Texas	1074	130	115	96	96	0	19	0	0	0	19	19
Block Group 1, Census Tract 601.01, Ellis County, Texas	2728	323	294	32	0	32	262	17	0	17	245	245
Block Group 2, Census Tract 613, Ellis County, Texas	1866	392	385	184	184	0	201	69	69	0	132	132
Block Group 2, Census Tract 601.01, Ellis County, Texas	1556	89	42	42	42	0	0	0	0	0	0	0
Block Group 1, Census Tract 601.02, Ellis County, Texas	2213	38	38	38	38	0	0	0	0	0	0	0
Block Group 3, Census Tract 601.02, Ellis County, Texas	3001	259	252	158	135	23	94	4	0	4	90	81
Block Group 2, Census Tract 612, Ellis County, Texas	1216	147	95	72	64	8	23	16	14	2	7	7
Block Group 1, Census Tract 613, Ellis County, Texas	822	85	85	85	85	0	0	0	0	0	0	0
Block Group 2, Census Tract 4, Freestone County, Texas	1250	174	116	25	25	0	91	0	0	0	91	87
Block Group 1, Census Tract 6, Freestone County, Texas	708	62	62	62	62	0	0	0	0	0	0	0
Block Group 2, Census Tract 1, Freestone County, Texas	2757	521	496	95	95	0	401	153	83	70	248	151
Block Group 1, Census Tract 3, Freestone County, Texas	1262	298	291	134	131	3	157	0	0	0	157	128
Block Group 3, Census Tract 6, Freestone County, Texas	1945	287	271	225	225	0	46	3	0	3	43	43
Block Group 1, Census Tract 1, Freestone County, Texas	2106	204	109	109	109	0	0	0	0	0	0	0
Block Group 2, Census Tract 1803.01, Grimes County, Texas	1051	101	91	90	90	0	1	0	0	0	1	0
Block Group 1, Census Tract 1803.01, Grimes County, Texas	1413	7	7	7	7	0	0	0	0	0	0	0
Block Group 1, Census Tract 1803.02, Grimes County, Texas	1685	511	490	46	46	0	444	0	0	0	444	411
Block Group 2, Census Tract 1801.02, Grimes County, Texas	2054	321	251	101	101	0	150	0	0	0	150	150

Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Other living arrangement	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:					
10	56	36	36	0	20	1036	898	772	772	0	126	0
5	244	140	9	131	104	786	637	296	296	0	341	59
0	42	31	21	10	11	953	794	543	543	0	251	167
0	26	20	15	5	6	1101	985	639	639	0	346	61
0	29	29	18	11	0	489	463	423	423	0	40	40
0	2	2	2	0	0	1184	1045	982	982	0	63	37
0	18	2	2	0	16	628	564	492	492	0	72	51
0	15	15	15	0	0	944	895	817	817	0	78	15
0	29	29	29	0	0	2405	2275	1655	1655	0	620	92
0	7	4	4	0	3	1474	1323	1030	1030	0	293	90
0	47	47	47	0	0	1467	1367	1232	1232	0	135	72
0	0	0	0	0	0	2175	2090	2090	2090	0	0	0
9	7	4	2	2	3	2742	2578	2043	2031	12	535	124
0	52	21	15	6	31	1069	997	875	873	2	122	31
0	0	0	0	0	0	737	694	567	567	0	127	12
4	58	47	42	5	11	1076	941	643	643	0	298	55
0	0	0	0	0	0	646	564	449	449	0	115	0
97	25	25	25	0	0	2236	2076	1353	1353	0	723	323
29	7	7	7	0	0	964	849	486	486	0	363	219
0	16	14	14	0	2	1658	1497	1344	1344	0	153	75
0	95	95	90	5	0	1902	1728	1317	1317	0	411	0
1	10	10	6	4	0	950	826	723	723	0	103	43
0	0	0	0	0	0	1406	1189	782	782	0	407	165
33	21	19	18	1	2	1174	938	771	771	0	167	103
0	70	35	28	7	35	1733	1639	1473	1473	0	166	51

Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement		
0	0	126	110	16	138	94	73	21	44
59	0	282	278	4	149	80	74	6	69
156	11	84	78	6	159	117	81	36	42
61	0	285	285	0	116	105	101	4	11
26	14	0	0	0	26	15	15	0	11
37	0	26	26	0	139	134	132	2	5
51	0	21	19	2	64	64	53	11	0
15	0	63	56	7	49	49	49	0	0
77	15	528	461	67	130	113	95	18	17
79	11	203	154	49	151	144	136	8	7
72	0	63	63	0	100	81	62	19	19
0	0	0	0	0	85	66	47	19	19
103	21	411	394	17	164	142	123	19	22
27	4	91	91	0	72	54	24	30	18
12	0	115	103	12	43	43	43	0	0
50	5	243	228	15	135	122	117	5	13
0	0	115	115	0	82	75	63	12	7
323	0	400	400	0	160	126	95	31	34
198	21	144	130	14	115	105	92	13	10
72	3	78	76	2	161	161	158	3	0
0	0	411	411	0	174	169	169	0	5
40	3	60	60	0	124	88	58	30	36
165	0	242	242	0	217	163	131	32	54
102	1	64	37	27	236	213	184	29	23
51	0	115	115	0	94	87	47	40	7

Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families:	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families:	Estimate; Income in the past 12 months below poverty level: In family households: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present:	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: All relatives
Block Group 1, Census Tract 1801.02, Grimes County, Texas	1350	195	134	30	23	7	104	0	0	0	104	104
Block Group 5, Census Tract 1802, Grimes County, Texas	1501	585	540	483	483	0	57	57	37	20	0	0
Block Group 2, Census Tract 1803.02, Grimes County, Texas	1627	241	126	26	26	0	100	0	0	0	100	91
Block Group 1, Census Tract 5560, Harris County, Texas	957	154	67	0	0	0	67	0	0	0	67	67
Block Group 1, Census Tract 5431, Harris County, Texas	3430	252	229	127	127	0	102	60	37	23	42	34
Block Group 2, Census Tract 5560, Harris County, Texas	2570	526	478	45	45	0	433	433	412	21	0	0
Block Group 1, Census Tract 5430.01, Harris County, Texas	9925	142	130	130	80	50	0	0	0	0	0	0
Block Group 1, Census Tract 5430.02, Harris County, Texas	13878	287	215	177	177	0	38	0	0	0	38	38
Block Group 2, Census Tract 5430.02, Harris County, Texas	3704	401	401	129	129	0	272	31	0	31	241	241
Block Group 1, Census Tract 5410.03, Harris County, Texas	5701	507	507	507	507	0	0	0	0	0	0	0
Block Group 2, Census Tract 5544.01, Harris County, Texas	10707	259	179	179	146	33	0	0	0	0	0	0
Block Group 1, Census Tract 5410.02, Harris County, Texas	7577	437	437	356	356	0	81	0	0	0	81	81
Block Group 2, Census Tract 5410.02, Harris County, Texas	1618	0	0	0	0	0	0	0	0	0	0	0
Block Group 2, Census Tract 5522, Harris County, Texas	2423	400	323	306	306	0	17	17	0	17	0	0
Block Group 3, Census Tract 5522, Harris County, Texas	2997	356	316	45	45	0	271	3	0	3	268	210
Block Group 1, Census Tract 5410.01, Harris County, Texas	8896	850	757	710	565	145	47	0	0	0	47	47
Block Group 2, Census Tract 5409.02, Harris County, Texas	2399	13	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 5521.03, Harris County, Texas	1424	23	12	12	0	12	0	0	0	0	0	0
Block Group 1, Census Tract 5521.01, Harris County, Texas	4130	282	201	125	125	0	76	0	0	0	76	76
Block Group 1, Census Tract 5520.02, Harris County, Texas	1511	65	59	34	34	0	25	25	0	25	0	0
Block Group 2, Census Tract 5408, Harris County, Texas	2669	452	452	46	46	0	406	0	0	0	406	383
Block Group 3, Census Tract 5520.01, Harris County, Texas	2923	477	463	351	351	0	112	0	0	0	112	112
Block Group 1, Census Tract 5401, Harris County, Texas	7435	428	304	195	195	0	109	44	44	0	65	0
Block Group 1, Census Tract 5519, Harris County, Texas	888	228	147	0	0	0	147	147	104	43	0	0
Block Group 3, Census Tract 5519, Harris County, Texas	2219	447	147	43	43	0	104	22	22	0	82	82

Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households:	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:				
0	61	61	61	0	0	1155	1008	884	884	0	124	0
0	45	27	27	0	18	916	782	458	458	0	324	122
9	115	54	54	0	61	1386	1216	795	795	0	421	194
0	87	63	28	35	24	803	737	650	650	0	87	0
8	23	7	7	0	16	3178	2969	2113	2113	0	856	477
0	48	16	0	16	32	2044	1811	1376	1376	0	435	0
0	12	12	12	0	0	9783	9578	9167	9167	0	411	0
0	72	56	56	0	16	13591	13025	11581	11581	0	1444	664
0	0	0	0	0	0	3303	3110	2534	2534	0	576	233
0	0	0	0	0	0	5194	4750	4064	3998	66	686	0
0	80	20	20	0	60	10448	9853	9287	9287	0	566	0
0	0	0	0	0	0	7140	6927	5683	5657	26	1244	348
0	0	0	0	0	0	1618	1491	1426	1426	0	65	0
0	77	17	0	17	60	2023	1691	1403	1403	0	288	38
58	40	40	40	0	0	2641	2308	1578	1578	0	730	239
0	93	17	17	0	76	8046	7262	5282	5282	0	1980	667
0	13	0	0	0	13	2386	1732	1292	1292	0	440	0
0	11	11	11	0	0	1401	1327	1140	1132	8	187	187
0	81	12	12	0	69	3848	3347	2257	2257	0	1090	600
0	6	6	6	0	0	1446	1335	726	726	0	609	139
23	0	0	0	0	0	2217	1919	1529	1529	0	390	61
0	14	14	14	0	0	2446	2060	1214	1214	0	846	386
65	124	124	124	0	0	7007	6519	5895	5895	0	624	200
0	81	31	31	0	50	660	423	322	322	0	101	55
0	300	260	246	14	40	1772	1112	845	845	0	267	26

Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement		
0	0	124	118	6	147	147	147	0	0
108	14	202	175	27	134	121	89	32	13
194	0	227	207	20	170	146	121	25	24
0	0	87	87	0	66	44	44	0	22
457	20	379	367	12	209	203	180	23	6
0	0	435	435	0	233	149	79	70	84
0	0	411	411	0	205	205	205	0	0
664	0	780	780	0	566	520	459	61	46
233	0	343	288	55	193	193	193	0	0
0	0	686	686	0	444	309	216	93	135
0	0	566	566	0	595	470	357	113	125
318	30	896	817	79	213	213	213	0	0
0	0	65	65	0	127	127	127	0	0
38	0	250	250	0	332	292	241	51	40
225	14	491	450	41	333	301	278	23	32
576	91	1313	1209	104	784	681	541	140	103
0	0	440	440	0	654	529	387	142	125
187	0	0	0	0	74	69	64	5	5
583	17	490	490	0	501	399	294	105	102
139	0	470	462	8	111	105	99	6	6
39	22	329	307	22	298	220	169	51	78
369	17	460	391	69	386	386	386	0	0
140	60	424	382	42	488	422	373	49	66
55	0	46	46	0	237	237	194	43	0
26	0	241	215	26	660	584	532	52	76



Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families:	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families:	Estimate; Income in the past 12 months below poverty level: In family households: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Female householder, no husband present:	Estimate; Income in the past 12 months below poverty level: In other families: All relatives
Block Group 2, Census Tract 5519, Harris County, Texas	2683	489	352	80	0	80	272	0	0	0	272	272
Block Group 6, Census Tract 5517.01, Harris County, Texas	2348	132	132	0	0	0	132	0	0	0	132	132
Block Group 1, Census Tract 5518, Harris County, Texas	2406	33	25	25	25	0	0	0	0	0	0	0
Block Group 3, Census Tract 5401, Harris County, Texas	1411	20	0	0	0	0	0	0	0	0	0	0
Block Group 3, Census Tract 5518, Harris County, Texas	907	63	63	0	0	0	63	63	63	0	0	0
Block Group 1, Census Tract 5218, Harris County, Texas	2697	403	248	36	36	0	212	64	64	0	148	148
Block Group 2, Census Tract 5216, Harris County, Texas	1093	271	248	0	0	0	248	45	20	25	203	194
Block Group 1, Census Tract 5342.03, Harris County, Texas	2031	306	272	223	223	0	49	0	0	0	49	49
Block Group 4, Census Tract 5217, Harris County, Texas	1313	375	335	202	202	0	133	0	0	0	133	133
Block Group 1, Census Tract 5216, Harris County, Texas	2490	293	278	128	128	0	150	15	0	15	135	135
Block Group 2, Census Tract 5217, Harris County, Texas	2360	1083	1005	614	614	0	391	0	0	0	391	391
Block Group 4, Census Tract 5215, Harris County, Texas	2313	420	409	380	369	11	29	0	0	0	29	29
Block Group 3, Census Tract 5217, Harris County, Texas	1931	751	581	0	0	0	581	180	180	0	401	401
Block Group 1, Census Tract 5214, Harris County, Texas	1152	220	220	0	0	0	220	99	0	99	121	121
Block Group 4, Census Tract 5214, Harris County, Texas	1639	846	846	525	525	0	321	30	0	30	291	291
Block Group 1, Census Tract 5217, Harris County, Texas	1222	330	309	190	190	0	119	41	0	41	78	78
Block Group 3, Census Tract 5214, Harris County, Texas	1683	298	239	154	154	0	85	28	0	28	57	57
Block Group 2, Census Tract 5214, Harris County, Texas	2663	1294	1187	136	136	0	1051	28	0	28	1023	1023
Block Group 3, Census Tract 5205, Harris County, Texas	1399	190	120	81	48	33	39	0	0	0	39	39
Block Group 1, Census Tract 5206.01, Harris County, Texas	2539	1220	1150	481	458	23	669	130	100	30	539	527
Block Group 4, Census Tract 5205, Harris County, Texas	1843	635	612	0	0	0	612	25	0	25	587	501
Block Group 1, Census Tract 5206.02, Harris County, Texas	1016	324	298	162	162	0	136	0	0	0	136	136
Block Group 2, Census Tract 5205, Harris County, Texas	4252	1218	918	732	732	0	186	186	94	92	0	0
Block Group 1, Census Tract 5204, Harris County, Texas	1331	535	400	108	108	0	292	0	0	0	292	292
Block Group 2, Census Tract 5204, Harris County, Texas	1946	313	214	55	55	0	159	19	0	19	140	140

Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households:	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:				
0	137	117	117	0	20	2194	1658	724	724	0	934	250
0	0	0	0	0	0	2216	1806	1583	1563	20	223	0
0	8	0	0	0	8	2373	2020	1817	1817	0	203	78
0	20	20	20	0	0	1391	1319	930	930	0	389	90
0	0	0	0	0	0	844	741	718	718	0	23	0
0	155	89	89	0	66	2294	1758	1274	1274	0	484	54
9	23	13	13	0	10	822	727	343	343	0	384	185
0	34	6	6	0	28	1725	1559	1419	1419	0	140	0
0	40	40	40	0	0	938	521	299	299	0	222	0
0	15	6	6	0	9	2197	2039	1688	1688	0	351	176
0	78	78	58	20	0	1277	857	565	565	0	292	112
0	11	11	11	0	0	1893	1673	1367	1367	0	306	28
0	170	154	111	43	16	1180	934	759	733	26	175	0
0	0	0	0	0	0	932	869	353	353	0	516	400
0	0	0	0	0	0	793	685	171	171	0	514	227
0	21	0	0	0	21	892	469	166	166	0	303	101
0	59	59	59	0	0	1385	1344	1084	1084	0	260	117
0	107	49	0	49	58	1369	1046	672	672	0	374	243
0	70	23	0	23	47	1209	1175	833	833	0	342	105
12	70	35	10	25	35	1319	1042	596	596	0	446	51
86	23	23	17	6	0	1208	1181	1011	1011	0	170	77
0	26	26	26	0	0	692	647	419	419	0	228	125
0	300	119	0	119	181	3034	2441	1151	1151	0	1290	702
0	135	89	78	11	46	796	449	220	220	0	229	138
0	99	79	65	14	20	1633	1255	949	949	0	306	111

Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement		
250	0	684	637	47	536	471	406	65	65
0	0	223	223	0	410	393	361	32	17
78	0	125	110	15	353	293	241	52	60
90	0	299	251	48	72	72	72	0	0
0	0	23	23	0	103	103	103	0	0
38	16	430	430	0	536	415	298	117	121
185	0	199	180	19	95	95	85	10	0
0	0	140	115	25	166	149	104	45	17
0	0	222	222	0	417	299	213	86	118
166	10	175	175	0	158	126	112	14	32
112	0	180	118	62	420	360	336	24	60
28	0	278	278	0	220	155	118	37	65
0	0	175	175	0	246	174	158	16	72
296	104	116	85	31	63	63	63	0	0
227	0	287	240	47	108	108	108	0	0
101	0	202	202	0	423	396	355	41	27
117	0	143	143	0	41	41	41	0	0
243	0	131	0	131	323	172	74	98	151
87	18	237	224	13	34	34	23	11	0
39	12	395	299	96	277	245	234	11	32
77	0	93	93	0	27	16	16	0	11
125	0	103	103	0	45	35	27	8	10
604	98	588	588	0	593	359	117	242	234
113	25	91	91	0	347	151	88	63	196
97	14	195	175	20	378	260	204	56	118

Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: All non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: All non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present: Non relatives
Block Group 1, Census Tract 5203, Harris County, Texas	2504	538	491	475	475	0	16	16	0	16	0	0	0
Block Group 1, Census Tract 5205, Harris County, Texas	1979	640	621	208	208	0	413	0	0	0	413	413	413
Block Group 2, Census Tract 4301, Harris County, Texas	1982	0	0	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 5301, Harris County, Texas	1343	230	195	165	143	22	30	30	0	30	0	0	0
Block Group 5, Census Tract 4301, Harris County, Texas	1018	269	214	35	35	0	179	0	0	0	179	179	179
Block Group 1, Census Tract 5201, Harris County, Texas	2130	172	136	136	128	8	0	0	0	0	0	0	0
Block Group 1, Census Tract 4301, Harris County, Texas	999	122	93	34	34	0	59	0	0	0	59	59	59
Block Group 3, Census Tract 5301, Harris County, Texas	1122	267	211	112	112	0	99	0	0	0	99	65	65
Block Group 2, Census Tract 5110.01, Harris County, Texas	1396	34	0	0	0	0	0	0	0	0	0	0	0
Block Group 4, Census Tract 5108, Harris County, Texas	765	0	0	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 5110.01, Harris County, Texas	1654	65	0	0	0	0	0	0	0	0	0	0	0
Block Group 2, Census Tract 5109, Harris County, Texas	3544	76	37	37	37	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 9502, Leon County, Texas	642	224	181	0	0	0	181	0	0	0	181	179	179
Block Group 2, Census Tract 9502, Leon County, Texas	1289	78	48	0	0	0	48	36	36	0	12	12	12
Block Group 3, Census Tract 9502, Leon County, Texas	737	33	0	0	0	0	0	0	0	0	0	0	0
Block Group 5, Census Tract 9502, Leon County, Texas	844	107	92	36	36	0	56	41	40	1	15	15	15
Block Group 3, Census Tract 9501, Leon County, Texas	2257	534	499	177	177	0	322	126	126	0	196	196	196
Block Group 2, Census Tract 9503, Leon County, Texas	1150	219	198	92	92	0	106	6	5	1	100	100	100
Block Group 3, Census Tract 9503, Leon County, Texas	1386	119	67	37	37	0	30	0	0	0	30	30	30
Block Group 4, Census Tract 9503, Leon County, Texas	1513	261	239	125	85	40	114	56	20	36	58	58	58
Block Group 1, Census Tract 9707, Limestone County, Texas	970	275	255	179	179	0	76	0	0	0	76	76	76
Block Group 2, Census Tract 9707, Limestone County, Texas	839	39	0	0	0	0	0	0	0	0	0	0	0
Block Group 1, Census Tract 3, Madison County, Texas	1280	111	75	34	34	0	41	0	0	0	41	41	41
Block Group 1, Census Tract 2, Madison County, Texas	1156	205	152	67	67	0	85	60	56	4	25	22	22
Block Group 3, Census Tract 9704, Navarro County, Texas	995	238	186	29	22	7	157	0	0	0	157	146	146

Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households:	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:				
0	47	38	28	10	9	1966	1718	1200	1200	0	518	101
0	19	0	0	0	19	1339	1246	1088	1088	0	158	100
0	0	0	0	0	0	1982	1878	1878	1878	0	0	0
0	35	35	35	0	0	1113	1015	526	526	0	489	231
0	55	55	41	14	0	749	344	256	256	0	88	0
0	36	15	11	4	21	1958	1440	1021	992	29	419	44
0	29	29	29	0	0	877	515	515	515	0	0	0
34	56	56	56	0	0	855	768	540	540	0	228	106
0	34	22	22	0	12	1362	1099	746	746	0	353	74
0	0	0	0	0	0	765	682	682	682	0	0	0
0	65	37	28	9	28	1589	1013	966	966	0	47	0
0	39	0	0	0	39	3468	2465	2176	2176	0	289	217
2	43	43	43	0	0	418	272	166	166	0	106	17
0	30	29	8	21	1	1211	1069	737	722	15	332	10
0	33	33	0	33	0	704	604	492	492	0	112	0
0	15	2	2	0	13	737	660	367	367	0	293	182
0	35	29	29	0	6	1723	1532	1328	1302	26	204	0
0	21	21	21	0	0	931	894	751	744	7	143	92
0	52	19	19	0	33	1267	1183	635	635	0	548	108
0	22	17	10	7	5	1252	1013	814	814	0	199	93
0	20	14	14	0	6	695	645	544	544	0	101	0
0	39	39	39	0	0	800	732	403	392	11	329	52
0	36	18	13	5	18	1169	1043	962	962	0	81	28
3	53	48	43	5	5	951	841	756	754	2	85	52
11	52	35	28	7	17	757	667	520	515	5	147	24

Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement		
101	0	417	417	0	248	209	175	34	39
100	0	58	0	58	93	75	61	14	18
0	0	0	0	0	104	104	104	0	0
231	0	258	246	12	98	98	98	0	0
0	0	88	88	0	405	354	319	35	51
44	0	375	370	5	518	394	286	108	124
0	0	0	0	0	362	324	287	37	38
106	0	122	104	18	87	87	87	0	0
67	7	279	279	0	263	254	236	18	9
0	0	0	0	0	83	83	83	0	0
0	0	47	47	0	576	407	307	100	169
156	61	72	72	0	1003	731	513	218	272
17	0	89	62	27	146	145	144	1	1
10	0	322	279	43	142	124	122	2	18
0	0	112	112	0	100	77	77	0	23
182	0	111	111	0	77	65	54	11	12
0	0	204	189	15	191	146	100	46	45
89	3	51	40	11	37	37	37	0	0
69	39	440	418	22	84	83	67	16	1
93	0	106	104	2	239	236	234	2	3
0	0	101	91	10	50	44	32	12	6
52	0	277	277	0	68	62	57	5	6
28	0	53	37	16	126	120	91	29	6
52	0	33	31	2	110	110	110	0	0
24	0	123	111	12	90	87	78	9	3

Geography	Estimate; Total:	Estimate; Income in the past 12 months below poverty level:	Estimate; Income in the past 12 months below poverty level: In family households:	Estimate; Income in the past 12 months below poverty level: In married couple families: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months below poverty level: In other families:	Estimate; Income in the past 12 months below poverty level: In other families: Male householder, no wife present:	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present:	Estimate; Income in the past 12 months below poverty level: In other families: Female householder, no husband present: All relatives	
Block Group 1, Census Tract 9703, Navarro County, Texas	1551	169	88	36	36	0	52	10	10	0	42	42
Block Group 1, Census Tract 9710, Navarro County, Texas	1926	473	457	327	321	6	130	0	0	0	130	113
Block Group 4, Census Tract 9709, Navarro County, Texas	2404	462	432	64	64	0	368	20	7	13	348	348
Block Group 5, Census Tract 9709, Navarro County, Texas	2007	116	74	54	54	0	20	1	0	1	19	19
Block Group 1, Census Tract 6806, Waller County, Texas	2711	113	60	45	45	0	15	0	0	0	15	0
Block Group 2, Census Tract 6806, Waller County, Texas	2299	123	85	73	73	0	12	12	0	12	0	0

Estimate; Income in the past 12 months below poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: other living arrangement:	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months below poverty level: In non family households and other living arrangement: Other living arrangement	Estimate; Income in the past 12 months at or above poverty level: In family households:	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In married couple families: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present:				
0	81	73	67	6	8	1382	1228	999	999	0	229	65
17	16	16	16	0	0	1453	1328	1024	1024	0	304	113
0	30	29	29	0	1	1942	1663	1069	1033	36	594	142
0	42	3	2	1	39	1891	1770	1445	1445	0	325	218
15	53	12	12	0	41	2598	2326	2004	2004	0	322	109
0	38	29	0	29	9	2176	2070	1837	1837	0	233	51



Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Male householder, no wife present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: All relatives	Estimate; Income in the past 12 months at or above poverty level: In family households: In other families: Female householder, no husband present: Non relatives	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder:	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Householder: Not living alone	Estimate; Income in the past 12 months at or above poverty level: In non family households and other living arrangement: Other living arrangement	
65	0	164	159	5	154	154	0	0
113	0	191	186	5	125	116	107	9
142	0	452	443	9	279	183	140	43
214	4	107	105	2	121	83	48	35
109	0	213	171	42	272	172	89	83
51	0	182	168	14	106	72	27	45

**Socioeconomic:  
Percent Minority, Percent Hispanic, Percent Poverty, Median Income within the Study Area by  
Block Group and Census Tract, County:**



<b>Geography</b>	<b>Percent Individuals Below Poverty Level (%)</b>	<b>Percent Minority Population (%)</b>	<b>Percent Hispanic Origin (%)</b>	<b>Median Income ( \$ dollars)</b>
Block Group 1, Census Tract 100, Dallas County, Texas	7.32	50.33	23.45	79,926.00
Block Group 2, Census Tract 20, Dallas County, Texas	48.05	57.78	15.10	14,753.00
Block Group 2, Census Tract 31.01, Dallas County, Texas	11.19	15.37	14.48	119,659.00
Block Group 2, Census Tract 41, Dallas County, Texas	40.25	26.97	71.99	23,068.00
Block Group 3, Census Tract 204, Dallas County, Texas	20.81	38.80	21.88	82,013.00
Block Group 1, Census Tract 204, Dallas County, Texas	30.53	21.61	50.18	-
Block Group 1, Census Tract 89, Dallas County, Texas	7.64	0.78	11.08	30,800.00
Block Group 1, Census Tract 34, Dallas County, Texas	44.83	34.22	54.91	33,250.00
Block Group 2, Census Tract 34, Dallas County, Texas	11.17	98.08	2.27	26,364.00
Block Group 1, Census Tract 40, Dallas County, Texas	36.90	56.56	24.28	21,938.00
Block Group 1, Census Tract 86.04, Dallas County, Texas	11.42	20.87	34.98	25,600.00
Block Group 2, Census Tract 168.02, Dallas County, Texas	29.44	91.81	8.19	68,836.00
Block Group 1, Census Tract 87.01, Dallas County, Texas	48.07	57.99	42.20	9,093.00
Block Group 1, Census Tract 86.03, Dallas County, Texas	9.68	61.56	19.82	24,844.00
Block Group 2, Census Tract 86.04, Dallas County, Texas	61.02	97.85	16.06	10,531.00
Block Group 4, Census Tract 87.01, Dallas County, Texas	46.18	86.12	13.88	44,211.00
Block Group 5, Census Tract 87.01, Dallas County, Texas	64.67	77.56	22.44	21,586.00
Block Group 2, Census Tract 40, Dallas County, Texas	16.74	85.33	14.67	18,333.00
Block Group 2, Census Tract 87.01, Dallas County, Texas	47.82	92.11	7.89	22,095.00
Block Group 1, Census Tract 114.01, Dallas County, Texas	47.34	85.46	12.94	20,764.00
Block Group 3, Census Tract 115, Dallas County, Texas	28.97	99.20	2.80	23,750.00
Block Group 2, Census Tract 202, Dallas County, Texas	38.89	97.11	5.59	32,267.00
Block Group 1, Census Tract 167.03, Dallas County, Texas	12.10	31.66	23.74	62,226.00
Block Group 1, Census Tract 202, Dallas County, Texas	28.38	81.66	19.65	21,366.00
Block Group 4, Census Tract 115, Dallas County, Texas	35.99	84.41	15.37	39,940.00
Block Group 3, Census Tract 169.03, Dallas County, Texas	1.20	9.48	78.04	50,750.00

Block Group 3, Census Tract 202, Dallas County, Texas	24.64	81.77	18.23	19,731.00
Block Group 2, Census Tract 169.02, Dallas County, Texas	11.84	25.07	35.38	30,818.00
Block Group 1, Census Tract 169.02, Dallas County, Texas	16.67	55.91	41.04	49,375.00
Block Group 5, Census Tract 169.03, Dallas County, Texas	28.85	29.30	45.81	36,139.00
Block Group 1, Census Tract 611, Ellis County, Texas	21.01	2.47	39.44	63,250.00
Block Group 1, Census Tract 612, Ellis County, Texas	37.02	71.70	25.47	65,000.00
Block Group 1, Census Tract 602.10, Ellis County, Texas	36.30	29.40	64.26	83,125.00
Block Group 1, Census Tract 601.01, Ellis County, Texas	23.92	9.45	3.82	67,902.00
Block Group 2, Census Tract 613, Ellis County, Texas	5.72	21.05	48.52	58,182.00
Block Group 2, Census Tract 601.01, Ellis County, Texas	1.72	13.87	51.88	51,757.00
Block Group 1, Census Tract 601.02, Ellis County, Texas	20.22	42.03	29.19	76,917.00
Block Group 3, Census Tract 601.02, Ellis County, Texas	8.63	20.52	35.01	60,612.00
Block Group 2, Census Tract 612, Ellis County, Texas	12.09	22.62	36.94	54,271.00
Block Group 1, Census Tract 613, Ellis County, Texas	10.34	4.26	28.10	78,036.00
Block Group 2, Census Tract 4, Freestone County, Texas	26.58	24.62	18.47	33,750.00
Block Group 1, Census Tract 6, Freestone County, Texas	10.90	10.38	40.04	38,939.00
Block Group 2, Census Tract 1, Freestone County, Texas	24.56	7.94	11.58	53,401.00
Block Group 1, Census Tract 3, Freestone County, Texas	19.22	39.49	28.22	40,000.00
Block Group 3, Census Tract 6, Freestone County, Texas	5.78	3.64	21.82	62,574.00
Block Group 1, Census Tract 1, Freestone County, Texas	28.35	6.39	6.91	46,944.00
Block Group 2, Census Tract 1803.01, Grimes County, Texas	13.92	12.24	5.57	53,750.00
Block Group 1, Census Tract 1803.01, Grimes County, Texas	4.65	0.48	3.22	51,029.00
Block Group 1, Census Tract 1803.02, Grimes County, Texas	8.76	2.82	5.08	48,092.00
Block Group 2, Census Tract 1801.02, Grimes County, Texas	34.89	8.41	9.19	53,418.00
Block Group 1, Census Tract 1801.02, Grimes County, Texas	6.05	2.40	11.00	51,983.00
Block Group 5, Census Tract 1802, Grimes County, Texas	18.90	23.49	6.89	43,491.00
Block Group 2, Census Tract 1803.02, Grimes County, Texas	23.61	44.67	24.02	41,893.00

Block Group 1, Census Tract 5560, Harris County, Texas	14.76	19.84	18.68	36,308.00
Block Group 1, Census Tract 5431, Harris County, Texas	4.48	2.31	0.00	67,167.00
Block Group 2, Census Tract 5560, Harris County, Texas	12.68	19.43	5.33	92,830.00
Block Group 1, Census Tract 5430.01, Harris County, Texas	23.66	10.20	22.45	137,733.00
Block Group 1, Census Tract 5430.02, Harris County, Texas	9.61	2.47	6.93	114,442.00
Block Group 2, Census Tract 5430.02, Harris County, Texas	9.69	16.81	6.17	108,125.00
Block Group 1, Census Tract 5410.03, Harris County, Texas	8.67	7.50	15.70	105,076.00
Block Group 2, Census Tract 5544.01, Harris County, Texas	19.04	3.48	5.34	116,336.00
Block Group 1, Census Tract 5410.02, Harris County, Texas	0.50	28.87	19.39	102,231.00
Block Group 2, Census Tract 5410.02, Harris County, Texas	17.73	2.40	3.60	102,984.00
Block Group 2, Census Tract 5522, Harris County, Texas	30.33	4.63	10.50	48,409.00
Block Group 3, Census Tract 5522, Harris County, Texas	8.59	26.48	0.58	56,012.00
Block Group 1, Census Tract 5410.01, Harris County, Texas	15.63	5.70	13.39	81,316.00
Block Group 2, Census Tract 5409.02, Harris County, Texas	16.09	34.17	28.00	55,495.00
Block Group 1, Census Tract 5521.03, Harris County, Texas	14.44	10.30	11.56	91,375.00
Block Group 1, Census Tract 5521.01, Harris County, Texas	38.97	41.71	1.87	73,942.00
Block Group 1, Census Tract 5520.02, Harris County, Texas	14.81	16.35	12.42	67,708.00
Block Group 2, Census Tract 5408, Harris County, Texas	4.17	6.42	30.36	61,688.00
Block Group 3, Census Tract 5520.01, Harris County, Texas	5.35	15.99	20.88	37,723.00
Block Group 1, Census Tract 5401, Harris County, Texas	7.35	30.02	42.60	146,480.00
Block Group 1, Census Tract 5519, Harris County, Texas	20.47	15.14	40.95	40,828.00
Block Group 3, Census Tract 5519, Harris County, Texas	17.25	12.34	5.17	35,154.00
Block Group 2, Census Tract 5519, Harris County, Texas	1.43	33.74	20.44	40,945.00
Block Group 6, Census Tract 5517.01, Harris County, Texas	2.07	32.60	15.83	53,929.00
Block Group 1, Census Tract 5518, Harris County, Texas	10.83	35.55	31.08	131,791.00
Block Group 3, Census Tract 5401, Harris County, Texas	8.89	51.18	28.07	67,837.00
Block Group 3, Census Tract 5518, Harris County, Texas	2.42	16.85	17.41	70,833.00

Block Group 1, Census Tract 5218, Harris County, Texas	5.77	42.96	18.07	53,811.00
Block Group 2, Census Tract 5216, Harris County, Texas	0.00	46.85	20.64	55,313.00
Block Group 1, Census Tract 5342.03, Harris County, Texas	16.51	19.81	35.82	44,625.00
Block Group 4, Census Tract 5217, Harris County, Texas	11.88	41.01	39.74	35,655.00
Block Group 1, Census Tract 5216, Harris County, Texas	9.55	45.27	22.03	56,118.00
Block Group 2, Census Tract 5217, Harris County, Texas	0.54	46.27	21.88	34,540.00
Block Group 4, Census Tract 5215, Harris County, Texas	1.62	27.17	29.48	62,273.00
Block Group 3, Census Tract 5217, Harris County, Texas	6.83	41.14	25.83	23,580.00
Block Group 1, Census Tract 5214, Harris County, Texas	4.30	37.99	10.46	35,898.00
Block Group 4, Census Tract 5214, Harris County, Texas	16.94	51.43	38.06	24,192.00
Block Group 1, Census Tract 5217, Harris County, Texas	16.32	29.42	40.85	30,278.00
Block Group 3, Census Tract 5214, Harris County, Texas	5.76	41.37	16.64	55,068.00
Block Group 2, Census Tract 5214, Harris County, Texas	25.68	37.16	26.24	32,900.00
Block Group 3, Census Tract 5205, Harris County, Texas	20.14	59.40	19.87	50,664.00
Block Group 1, Census Tract 5206.01, Harris County, Texas	18.23	43.88	40.30	30,552.00
Block Group 4, Census Tract 5205, Harris County, Texas	5.62	33.31	26.62	42,700.00
Block Group 1, Census Tract 5206.02, Harris County, Texas	1.37	10.06	12.55	29,259.00
Block Group 2, Census Tract 5205, Harris County, Texas	1.42	26.36	77.32	40,070.00
Block Group 1, Census Tract 5204, Harris County, Texas	6.95	9.59	26.35	29,375.00
Block Group 2, Census Tract 5204, Harris County, Texas	14.94	64.97	37.06	30,531.00
Block Group 1, Census Tract 5203, Harris County, Texas	24.79	72.19	46.75	40,625.00
Block Group 1, Census Tract 5205, Harris County, Texas	15.07	33.78	63.78	34,675.00
Block Group 2, Census Tract 4301, Harris County, Texas	28.56	58.04	34.65	163,661.00
Block Group 1, Census Tract 5301, Harris County, Texas	11.77	28.27	78.03	37,813.00
Block Group 5, Census Tract 4301, Harris County, Texas	45.89	55.38	72.03	63,319.00
Block Group 1, Census Tract 5201, Harris County, Texas	18.16	49.29	56.03	88,363.00
Block Group 1, Census Tract 4301, Harris County, Texas	38.89	43.86	63.18	72,625.00

Block Group 3, Census Tract 5301, Harris County, Texas	19.10	72.05	98.44	44,356.00
Block Group 2, Census Tract 5110.01, Harris County, Texas	51.62	79.19	97.93	60,563.00
Block Group 4, Census Tract 5108, Harris County, Texas	27.00	29.54	60.15	250,000+
Block Group 1, Census Tract 5110.01, Harris County, Texas	17.71	56.92	83.72	114,120.00
Block Group 2, Census Tract 5109, Harris County, Texas	48.59	55.77	100.00	146,413.00
Block Group 1, Census Tract 9502, Leon County, Texas	13.58	21.09	86.35	38,500.00
Block Group 2, Census Tract 9502, Leon County, Texas	48.05	52.54	75.19	63,750.00
Block Group 3, Census Tract 9502, Leon County, Texas	34.45	48.83	57.35	43,036.00
Block Group 5, Census Tract 9502, Leon County, Texas	31.89	93.60	96.46	48,388.00
Block Group 3, Census Tract 9501, Leon County, Texas	28.65	59.29	87.35	37,596.00
Block Group 2, Census Tract 9503, Leon County, Texas	40.20	57.85	77.16	60,104.00
Block Group 3, Census Tract 9503, Leon County, Texas	16.08	54.21	68.76	72,833.00
Block Group 4, Census Tract 9503, Leon County, Texas	21.49	43.45	67.26	41,875.00
Block Group 1, Census Tract 9707, Limestone County, Texas	32.34	54.65	88.76	49,688.00
Block Group 2, Census Tract 9707, Limestone County, Texas	0.00	9.29	7.24	53,109.00
Block Group 1, Census Tract 3, Madison County, Texas	17.13	65.52	86.45	58,500.00
Block Group 1, Census Tract 2, Madison County, Texas	26.42	7.65	16.65	39,000.00
Block Group 3, Census Tract 9704, Navarro County, Texas	8.08	27.91	42.59	39,813.00
Block Group 1, Census Tract 9703, Navarro County, Texas	12.21	14.11	16.92	40,273.00
Block Group 1, Census Tract 9710, Navarro County, Texas	23.80	72.91	81.91	48,092.00
Block Group 4, Census Tract 9709, Navarro County, Texas	2.44	9.10	25.57	35,027.00
Block Group 5, Census Tract 9709, Navarro County, Texas	0.00	33.07	8.89	73,693.00
Block Group 1, Census Tract 6806, Waller County, Texas	3.93	13.06	23.10	71,743.00
Block Group 2, Census Tract 6806, Waller County, Texas	2.14	28.56	15.49	88,661.00





**Socioeconomic:  
US Census Bureau ACS 2017 5-Year Estimates:  
Total and Percent of Children under 18 Years Old – by  
Block Group and Census Tract, County**



<b>Geography</b>	<b>Total Population</b>	<b>Total Under Age 19</b>	<b>Percent Individuals Under Age 19</b>
Block Group 1, Census Tract 100, Dallas County, Texas	8078	447	6%
Block Group 2, Census Tract 20, Dallas County, Texas	874	219	25%
Block Group 2, Census Tract 31.01, Dallas County, Texas	1347	52	4%
Block Group 2, Census Tract 41, Dallas County, Texas	482	140	29%
Block Group 3, Census Tract 204, Dallas County, Texas	3072	153	5%
Block Group 1, Census Tract 204, Dallas County, Texas	1971	163	8%
Block Group 1, Census Tract 89, Dallas County, Texas	754	270	36%
Block Group 1, Census Tract 34, Dallas County, Texas	573	180	31%
Block Group 2, Census Tract 34, Dallas County, Texas	762	172	23%
Block Group 1, Census Tract 40, Dallas County, Texas	574	37	6%
Block Group 1, Census Tract 86.04, Dallas County, Texas	1583	628	40%
Block Group 2, Census Tract 168.02, Dallas County, Texas	1756	588	33%
Block Group 1, Census Tract 87.01, Dallas County, Texas	1488	799	54%
Block Group 1, Census Tract 86.03, Dallas County, Texas	641	258	40%
Block Group 2, Census Tract 86.04, Dallas County, Texas	1350	246	18%
Block Group 4, Census Tract 87.01, Dallas County, Texas	675	126	19%
Block Group 5, Census Tract 87.01, Dallas County, Texas	1330	613	46%
Block Group 2, Census Tract 40, Dallas County, Texas	564	157	28%
Block Group 2, Census Tract 87.01, Dallas County, Texas	749	185	25%
Block Group 1, Census Tract 114.01, Dallas County, Texas	1593	476	30%
Block Group 3, Census Tract 115, Dallas County, Texas	458	121	26%
Block Group 2, Census Tract 202, Dallas County, Texas	1809	364	20%
Block Group 1, Census Tract 167.03, Dallas County, Texas	1002	405	40%
Block Group 1, Census Tract 202, Dallas County, Texas	702	102	15%
Block Group 4, Census Tract 115, Dallas County, Texas	1116	519	47%
Block Group 3, Census Tract 169.03, Dallas County, Texas	1816	496	27%
Block Group 3, Census Tract 202, Dallas County, Texas	1339	313	23%
Block Group 2, Census Tract 169.02, Dallas County, Texas	1592	634	40%
Block Group 1, Census Tract 169.02, Dallas County, Texas	3607	717	20%
Block Group 5, Census Tract 169.03, Dallas County, Texas	666	190	29%
Block Group 1, Census Tract 611, Ellis County, Texas	1282	231	18%
Block Group 1, Census Tract 612, Ellis County, Texas	709	179	25%
Block Group 1, Census Tract 602.10, Ellis County, Texas	1074	307	29%
Block Group 1, Census Tract 601.01, Ellis County, Texas	2784	934	34%
Block Group 2, Census Tract 613, Ellis County, Texas	1866	749	40%
Block Group 2, Census Tract 601.01, Ellis County, Texas	1587	544	34%
Block Group 1, Census Tract 601.02, Ellis County, Texas	2213	591	27%
Block Group 3, Census Tract 601.02, Ellis County, Texas	3016	1115	37%
Block Group 2, Census Tract 612, Ellis County, Texas	1229	387	31%
Block Group 1, Census Tract 613, Ellis County, Texas	822	223	27%
Block Group 2, Census Tract 4, Freestone County, Texas	1275	366	29%
Block Group 1, Census Tract 6, Freestone County, Texas	708	215	30%
Block Group 2, Census Tract 1, Freestone County, Texas	2861	730	26%
Block Group 1, Census Tract 3, Freestone County, Texas	1303	431	33%
Block Group 3, Census Tract 6, Freestone County, Texas	3282	522	16%
Block Group 1, Census Tract 1, Freestone County, Texas	2106	537	25%
Block Group 2, Census Tract 1803.01, Grimes County, Texas	1053	290	28%
Block Group 1, Census Tract 1803.01, Grimes County, Texas	1413	441	31%
Block Group 1, Census Tract 1803.02, Grimes County, Texas	1685	532	32%
Block Group 2, Census Tract 1801.02, Grimes County, Texas	2054	681	33%
Block Group 1, Census Tract 1801.02, Grimes County, Texas	1350	363	27%
Block Group 5, Census Tract 1802, Grimes County, Texas	1501	526	35%
Block Group 2, Census Tract 1803.02, Grimes County, Texas	1627	424	26%
Block Group 1, Census Tract 5560, Harris County, Texas	957	202	21%

Block Group 1, Census Tract 5431, Harris County, Texas	3498	1289	37%
Block Group 2, Census Tract 5560, Harris County, Texas	2681	877	33%
Block Group 1, Census Tract 5430.01, Harris County, Texas	9961	3595	36%
Block Group 1, Census Tract 5430.02, Harris County, Texas	13878	5064	36%
Block Group 2, Census Tract 5430.02, Harris County, Texas	3764	1460	39%
Block Group 1, Census Tract 5410.03, Harris County, Texas	5701	1491	26%
Block Group 2, Census Tract 5544.01, Harris County, Texas	10707	4332	40%
Block Group 1, Census Tract 5410.02, Harris County, Texas	7632	2615	34%
Block Group 2, Census Tract 5410.02, Harris County, Texas	1618	527	33%
Block Group 2, Census Tract 5522, Harris County, Texas	2423	749	31%
Block Group 3, Census Tract 5522, Harris County, Texas	2997	831	28%
Block Group 1, Census Tract 5410.01, Harris County, Texas	8896	2627	30%
Block Group 2, Census Tract 5409.02, Harris County, Texas	2399	885	37%
Block Group 1, Census Tract 5521.03, Harris County, Texas	1428	513	36%
Block Group 1, Census Tract 5521.01, Harris County, Texas	4154	1147	28%
Block Group 1, Census Tract 5520.02, Harris County, Texas	1511	382	25%
Block Group 2, Census Tract 5408, Harris County, Texas	2685	762	28%
Block Group 3, Census Tract 5520.01, Harris County, Texas	2923	1091	37%
Block Group 1, Census Tract 5401, Harris County, Texas	7549	1970	26%
Block Group 1, Census Tract 5519, Harris County, Texas	888	157	18%
Block Group 3, Census Tract 5519, Harris County, Texas	2219	410	18%
Block Group 2, Census Tract 5519, Harris County, Texas	2712	662	24%
Block Group 6, Census Tract 5517.01, Harris County, Texas	2363	667	28%
Block Group 1, Census Tract 5518, Harris County, Texas	2406	414	17%
Block Group 3, Census Tract 5401, Harris County, Texas	1411	465	33%
Block Group 3, Census Tract 5518, Harris County, Texas	907	269	30%
Block Group 1, Census Tract 5218, Harris County, Texas	2712	530	20%
Block Group 2, Census Tract 5216, Harris County, Texas	1093	267	24%
Block Group 1, Census Tract 5342.03, Harris County, Texas	2217	762	34%
Block Group 4, Census Tract 5217, Harris County, Texas	1313	329	25%
Block Group 1, Census Tract 5216, Harris County, Texas	2490	806	32%
Block Group 2, Census Tract 5217, Harris County, Texas	2360	710	30%
Block Group 4, Census Tract 5215, Harris County, Texas	2313	657	28%
Block Group 3, Census Tract 5217, Harris County, Texas	1931	564	29%
Block Group 1, Census Tract 5214, Harris County, Texas	1152	264	23%
Block Group 4, Census Tract 5214, Harris County, Texas	1639	563	34%
Block Group 1, Census Tract 5217, Harris County, Texas	1222	262	21%
Block Group 3, Census Tract 5214, Harris County, Texas	1683	504	30%
Block Group 2, Census Tract 5214, Harris County, Texas	2731	1155	42%
Block Group 3, Census Tract 5205, Harris County, Texas	1399	301	22%
Block Group 1, Census Tract 5206.01, Harris County, Texas	2539	872	34%
Block Group 4, Census Tract 5205, Harris County, Texas	1843	634	34%
Block Group 1, Census Tract 5206.02, Harris County, Texas	1016	475	47%
Block Group 2, Census Tract 5205, Harris County, Texas	4252	1412	33%
Block Group 1, Census Tract 5204, Harris County, Texas	1331	326	24%
Block Group 2, Census Tract 5204, Harris County, Texas	1946	569	29%
Block Group 1, Census Tract 5203, Harris County, Texas	2520	885	35%
Block Group 1, Census Tract 5205, Harris County, Texas	2002	602	30%
Block Group 2, Census Tract 4301, Harris County, Texas	2057	342	17%
Block Group 1, Census Tract 5301, Harris County, Texas	1343	489	36%
Block Group 5, Census Tract 4301, Harris County, Texas	1189	196	16%
Block Group 1, Census Tract 5201, Harris County, Texas	2146	485	23%
Block Group 1, Census Tract 4301, Harris County, Texas	999	144	14%
Block Group 3, Census Tract 5301, Harris County, Texas	1122	290	26%
Block Group 2, Census Tract 5110.01, Harris County, Texas	1396	306	22%
Block Group 4, Census Tract 5108, Harris County, Texas	765	51	7%
Block Group 1, Census Tract 5110.01, Harris County, Texas	1654	270	16%

Block Group 2, Census Tract 5109, Harris County, Texas	3544	613	17%
Block Group 1, Census Tract 9502, Leon County, Texas	642	202	31%
Block Group 2, Census Tract 9502, Leon County, Texas	1291	216	17%
Block Group 3, Census Tract 9502, Leon County, Texas	737	142	19%
Block Group 5, Census Tract 9502, Leon County, Texas	844	160	19%
Block Group 3, Census Tract 9501, Leon County, Texas	2294	684	30%
Block Group 2, Census Tract 9503, Leon County, Texas	1179	558	47%
Block Group 3, Census Tract 9503, Leon County, Texas	1386	385	28%
Block Group 4, Census Tract 9503, Leon County, Texas	1548	278	18%
Block Group 1, Census Tract 9707, Limestone County, Texas	970	398	41%
Block Group 2, Census Tract 9707, Limestone County, Texas	839	177	21%
Block Group 1, Census Tract 3, Madison County, Texas	1280	284	22%
Block Group 1, Census Tract 2, Madison County, Texas	1168	231	20%
Block Group 3, Census Tract 9704, Navarro County, Texas	995	297	30%
Block Group 1, Census Tract 9703, Navarro County, Texas	1551	282	18%
Block Group 1, Census Tract 9710, Navarro County, Texas	1926	534	28%
Block Group 4, Census Tract 9709, Navarro County, Texas	2512	764	30%
Block Group 5, Census Tract 9709, Navarro County, Texas	2007	591	29%
Block Group 1, Census Tract 6806, Waller County, Texas	2711	767	28%
Block Group 2, Census Tract 6806, Waller County, Texas	2414	773	32%



**Economics:**  
**May 2018 Occupational Employment Statistics (OES),**  
**Source: Bureau of Labor Statistics, U.S. Department of Labor**





# May 2018 OES Estimates

## Occupational Employment Statistics (OES) Survey

Bureau of Labor Statistics, Department of Labor

website: [www.bls.gov/oes](http://www.bls.gov/oes) phone: 202-691-6569

nat4d\_M2018\_dl.xlsx National, 4-digit NAICS, cross-ownership estimates

Downloaded: May 2019 Confirmed: December 2018

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	00-0000	Industry Total	total	232,580	100.00	32.12	66,810
482100	Rail Transportation	11-0000	Management Occupations	major	13,400	5.76	56.33	117,160
482100	Rail Transportation	11-1000	Top Executives	minor	2,640	1.14	61.51	127,930
482100	Rail Transportation	11-1010	Chief Executives	broad	130	0.06	111.30	231,510
482100	Rail Transportation	11-1011	Chief Executives	detailed	130	0.06	111.30	231,510
482100	Rail Transportation	11-1020	General and Operations Managers	broad	2,510	1.08	58.92	122,560
482100	Rail Transportation	11-1021	General and Operations Managers	detailed	2,510	1.08	58.92	122,560
482100	Rail Transportation	11-2000	Advertising, Marketing, Promotions, Public Relations, and Sales Managers	minor	770	0.33	61.78	128,510
482100	Rail Transportation	11-2020	Marketing and Sales Managers	broad	570	0.25	60.49	125,820
482100	Rail Transportation	11-2021	Marketing Managers	detailed	330	0.14	64.70	134,580
482100	Rail Transportation	11-2022	Sales Managers	detailed	240	0.10	54.54	113,450
482100	Rail Transportation	11-2030	Public Relations and Fundraising Managers	broad	190	0.08	65.82	136,900
482100	Rail Transportation	11-2031	Public Relations and Fundraising Managers	detailed	190	0.08	65.82	136,900
482100	Rail Transportation	11-3000	Operations Specialties Managers	minor	7,430	3.20	54.13	112,590
482100	Rail Transportation	11-3010	Administrative Services Managers	broad	860	0.37	50.46	104,950
482100	Rail Transportation	11-3011	Administrative Services Managers	detailed	860	0.37	50.46	104,950
482100	Rail Transportation	11-3020	Computer and Information Systems Managers	broad	620	0.27	68.32	142,110
482100	Rail Transportation	11-3021	Computer and Information Systems Managers	detailed	620	0.27	68.32	142,110
482100	Rail Transportation	11-3030	Financial Managers	broad	570	0.25	63.54	132,160
482100	Rail Transportation	11-3031	Financial Managers	detailed	570	0.25	63.54	132,160
482100	Rail Transportation	11-3050	Industrial Production Managers	broad	60	0.02	49.35	102,650
482100	Rail Transportation	11-3051	Industrial Production Managers	detailed	60	0.02	49.35	102,650
482100	Rail Transportation	11-3060	Purchasing Managers	broad	230	0.10	59.26	123,260
482100	Rail Transportation	11-3061	Purchasing Managers	detailed	230	0.10	59.26	123,260

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	11-3070	Transportation, Storage, and Distribution Managers	broad	4,450	1.91	50.37	104,770
482100	Rail Transportation	11-3071	Transportation, Storage, and Distribution Managers	detailed	4,450	1.91	50.37	104,770
482100	Rail Transportation	11-3110	Compensation and Benefits Managers	broad	50	0.02	60.64	126,130
482100	Rail Transportation	11-3111	Compensation and Benefits Managers	detailed	50	0.02	60.64	126,130
482100	Rail Transportation	11-3120	Human Resources Managers	broad	370	0.16	64.81	134,810
482100	Rail Transportation	11-3121	Human Resources Managers	detailed	370	0.16	64.81	134,810
482100	Rail Transportation	11-3130	Training and Development Managers	broad	230	0.10	56.48	117,480
482100	Rail Transportation	11-3131	Training and Development Managers	detailed	230	0.10	56.48	117,480
482100	Rail Transportation	11-9000	Other Management Occupations	minor	2,550	1.10	55.73	115,930
482100	Rail Transportation	11-9020	Construction Managers	broad	800	0.34	49.36	102,670
482100	Rail Transportation	11-9021	Construction Managers	detailed	800	0.34	49.36	102,670
482100	Rail Transportation	11-9040	Architectural and Engineering Managers	broad	550	0.23	68.64	142,770
482100	Rail Transportation	11-9041	Architectural and Engineering Managers	detailed	550	0.23	68.64	142,770
482100	Rail Transportation	11-9140	Property, Real Estate, and Community Association Managers	broad	120	0.05	38.75	80,600
482100	Rail Transportation	11-9141	Property, Real Estate, and Community Association Managers	detailed	120	0.05	38.75	80,600
482100	Rail Transportation	11-9160	Emergency Management Directors	broad	60	0.03	51.93	108,010
482100	Rail Transportation	11-9161	Emergency Management Directors	detailed	60	0.03	51.93	108,010
482100	Rail Transportation	11-9190	Miscellaneous Managers	broad	1,000	0.43	55.98	116,440
482100	Rail Transportation	11-9199	Managers, All Other	detailed	1,000	0.43	55.98	116,440
482100	Rail Transportation	13-0000	Business and Financial Operations Occupations	major	6,770	2.91	37.96	78,950
482100	Rail Transportation	13-1000	Business Operations Specialists	minor	5,260	2.26	37.13	77,220
482100	Rail Transportation	13-1020	Buyers and Purchasing Agents	detailed	480	0.21	35.80	74,470
482100	Rail Transportation	13-1020	Buyers and Purchasing Agents	broad	480	0.21	35.80	74,470
482100	Rail Transportation	13-1030	Claims Adjusters, Appraisers, Examiners, and Investigators	broad	210	0.09	35.26	73,340
482100	Rail Transportation	13-1031	Claims Adjusters, Examiners, and Investigators	detailed	210	0.09	35.26	73,340
482100	Rail Transportation	13-1040	Compliance Officers	broad	290	0.12	37.16	77,300
482100	Rail Transportation	13-1041	Compliance Officers	detailed	290	0.12	37.16	77,300
482100	Rail Transportation	13-1050	Cost Estimators	broad	40	0.02	35.12	73,040
482100	Rail Transportation	13-1051	Cost Estimators	detailed	40	0.02	35.12	73,040

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	13-1070	Human Resources Workers	broad	910	0.39	36.53	75,980
482100	Rail Transportation	13-1071	Human Resources Specialists	detailed	770	0.33	35.38	73,580
482100	Rail Transportation	13-1075	Labor Relations Specialists	detailed	140	0.06	43.03	89,500
482100	Rail Transportation	13-1080	Logisticians	broad	240	0.10	30.11	62,630
482100	Rail Transportation	13-1081	Logisticians	detailed	240	0.10	30.11	62,630
482100	Rail Transportation	13-1110	Management Analysts	broad	430	0.18	43.24	89,940
482100	Rail Transportation	13-1111	Management Analysts	detailed	430	0.18	43.24	89,940
482100	Rail Transportation	13-1120	Meeting, Convention, and Event Planners	broad	40	0.02	27.16	56,490
482100	Rail Transportation	13-1121	Meeting, Convention, and Event Planners	detailed	40	0.02	27.16	56,490
482100	Rail Transportation	13-1140	Compensation, Benefits, and Job Analysis Specialists	broad	100	0.04	36.13	75,140
482100	Rail Transportation	13-1141	Compensation, Benefits, and Job Analysis Specialists	detailed	100	0.04	36.13	75,140
482100	Rail Transportation	13-1150	Training and Development Specialists	broad	1,130	0.49	33.32	69,300
482100	Rail Transportation	13-1151	Training and Development Specialists	detailed	1,130	0.49	33.32	69,300
482100	Rail Transportation	13-1160	Market Research Analysts and Marketing Specialists	broad	370	0.16	40.52	84,290
482100	Rail Transportation	13-1161	Market Research Analysts and Marketing Specialists	detailed	370	0.16	40.52	84,290
482100	Rail Transportation	13-1190	Miscellaneous Business Operations Specialists	broad	1,030	0.44	41.25	85,790
482100	Rail Transportation	13-1199	Business Operations Specialists, All Other	detailed	1,030	0.44	41.25	85,790
482100	Rail Transportation	13-2000	Financial Specialists	minor	1,510	0.65	40.86	84,980
482100	Rail Transportation	13-2010	Accountants and Auditors	broad	910	0.39	39.55	82,260
482100	Rail Transportation	13-2011	Accountants and Auditors	detailed	910	0.39	39.55	82,260
482100	Rail Transportation	13-2030	Budget Analysts	broad	200	0.08	42.45	88,300
482100	Rail Transportation	13-2031	Budget Analysts	detailed	200	0.08	42.45	88,300
482100	Rail Transportation	13-2050	Financial Analysts and Advisors	broad	240	0.10	46.92	97,590
482100	Rail Transportation	13-2051	Financial Analysts	detailed	240	0.10	46.27	96,250
482100	Rail Transportation	13-2090	Miscellaneous Financial Specialists	broad	100	0.04	36.58	76,080
482100	Rail Transportation	13-2099	Financial Specialists, All Other	detailed	100	0.04	36.58	76,080
482100	Rail Transportation	15-0000	Computer and Mathematical Occupations	major	3,190	1.37	45.93	95,530
482100	Rail Transportation	15-1100	Computer Occupations	minor	3,150	1.35	46.03	95,730
482100	Rail Transportation	15-1120	Computer and Information Analysts	broad	530	0.23	46.16	96,010
482100	Rail Transportation	15-1121	Computer Systems Analysts	detailed	470	0.20	45.86	95,390
482100	Rail Transportation	15-1122	Information Security Analysts	detailed	70	0.03	48.23	100,330

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	15-1130	Software Developers and Programmers	broad	960	0.41	44.80	93,190
482100	Rail Transportation	15-1131	Computer Programmers	detailed	130	0.06	36.66	76,250
482100	Rail Transportation	15-1132	Software Developers, Applications	detailed	780	0.33	45.90	95,460
482100	Rail Transportation	15-1133	Software Developers, Systems Software	detailed	30	0.01	55.62	115,690
482100	Rail Transportation	15-1140	Database and Systems Administrators and Network Architects	broad	550	0.24	46.68	97,090
482100	Rail Transportation	15-1141	Database Administrators	detailed	90	0.04	43.31	90,080
482100	Rail Transportation	15-1142	Network and Computer Systems Administrators	detailed	290	0.13	42.26	87,910
482100	Rail Transportation	15-1143	Computer Network Architects	detailed	160	0.07	56.60	117,740
482100	Rail Transportation	15-1150	Computer Support Specialists	broad	220	0.09	30.33	63,080
482100	Rail Transportation	15-1151	Computer User Support Specialists	detailed	160	0.07	28.50	59,270
482100	Rail Transportation	15-1152	Computer Network Support Specialists	detailed	**	**	35.00	72,800
482100	Rail Transportation	15-1190	Miscellaneous Computer Occupations	broad	890	0.38	50.72	105,500
482100	Rail Transportation	15-1199	Computer Occupations, All Other	detailed	890	0.38	50.72	105,500
482100	Rail Transportation	15-2000	Mathematical Science Occupations	minor	50	0.02	39.28	81,710
482100	Rail Transportation	15-2030	Operations Research Analysts	broad	40	0.02	38.79	80,690
482100	Rail Transportation	15-2031	Operations Research Analysts	detailed	40	0.02	38.79	80,690
482100	Rail Transportation	17-0000	Architecture and Engineering Occupations	major	3,520	1.51	44.22	91,970
482100	Rail Transportation	17-1000	Architects, Surveyors, and Cartographers	minor	50	0.02	42.28	87,940
482100	Rail Transportation	17-1010	Architects, Except Naval	broad	40	0.02	43.44	90,350
482100	Rail Transportation	17-1011	Architects, Except Landscape and Naval	detailed	40	0.02	43.44	90,350
482100	Rail Transportation	17-2000	Engineers	minor	2,950	1.27	46.19	96,080
482100	Rail Transportation	17-2050	Civil Engineers	broad	850	0.37	45.19	93,990
482100	Rail Transportation	17-2051	Civil Engineers	detailed	850	0.37	45.19	93,990
482100	Rail Transportation	17-2070	Electrical and Electronics Engineers	broad	830	0.36	49.03	101,990
482100	Rail Transportation	17-2071	Electrical Engineers	detailed	380	0.16	46.13	95,940
482100	Rail Transportation	17-2072	Electronics Engineers, Except Computer	detailed	450	0.19	51.45	107,020
482100	Rail Transportation	17-2080	Environmental Engineers	broad	70	0.03	44.32	92,190
482100	Rail Transportation	17-2081	Environmental Engineers	detailed	70	0.03	44.32	92,190
482100	Rail Transportation	17-2110	Industrial Engineers, Including Health and Safety	broad	270	0.12	47.16	98,090
482100	Rail Transportation	17-2111	Health and Safety Engineers, Except Mining Safety Engineers and Inspectors	detailed	130	0.06	42.00	87,360
482100	Rail Transportation	17-2112	Industrial Engineers	detailed	140	0.06	51.95	108,060
482100	Rail Transportation	17-2140	Mechanical Engineers	broad	590	0.25	45.16	93,940

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	17-2141	Mechanical Engineers	detailed	590	0.25	45.16	93,940
482100	Rail Transportation	17-3000	Drafters, Engineering Technicians, and Mapping Technicians	minor	520	0.22	33.17	68,990
482100	Rail Transportation	17-3010	Drafters	broad	80	0.03	30.62	63,700
482100	Rail Transportation	17-3012	Electrical and Electronics Drafters	detailed	50	0.02	32.03	66,620
482100	Rail Transportation	17-3020	Engineering Technicians, Except Drafters	broad	440	0.19	33.61	69,900
482100	Rail Transportation	17-3022	Civil Engineering Technicians	detailed	60	0.03	28.95	60,210
482100	Rail Transportation	17-3023	Electrical and Electronics Engineering Technicians	detailed	280	0.12	35.01	72,810
482100	Rail Transportation	17-3029	Engineering Technicians, Except Drafters, All Other	detailed	60	0.03	31.42	65,360
482100	Rail Transportation	19-0000	Life, Physical, and Social Science Occupations	major	130	0.06	42.93	89,300
482100	Rail Transportation	19-3000	Social Scientists and Related Workers	minor	80	0.04	48.11	100,080
482100	Rail Transportation	19-3090	Miscellaneous Social Scientists and Related Workers	broad	70	0.03	44.35	92,250
482100	Rail Transportation	19-3099	Social Scientists and Related Workers, All Other	detailed	70	0.03	44.35	92,250
482100	Rail Transportation	23-0000	Legal Occupations	major	560	0.24	65.67	136,590
482100	Rail Transportation	23-1000	Lawyers, Judges, and Related Workers	minor	400	0.17	80.36	167,150
482100	Rail Transportation	23-1010	Lawyers and Judicial Law Clerks	broad	400	0.17	80.36	167,150
482100	Rail Transportation	23-1011	Lawyers	detailed	400	0.17	80.36	167,150
482100	Rail Transportation	23-2000	Legal Support Workers	minor	160	0.07	30.14	62,690
482100	Rail Transportation	23-2010	Paralegals and Legal Assistants	broad	110	0.05	28.94	60,190
482100	Rail Transportation	23-2011	Paralegals and Legal Assistants	detailed	110	0.05	28.94	60,190
482100	Rail Transportation	23-2090	Miscellaneous Legal Support Workers	broad	**	**	32.80	68,220
482100	Rail Transportation	25-0000	Education, Training, and Library Occupations	major	50	0.02	37.18	77,330
482100	Rail Transportation	27-0000	Arts, Design, Entertainment, Sports, and Media Occupations	major	570	0.25	33.63	69,950
482100	Rail Transportation	27-3000	Media and Communication Workers	minor	440	0.19	35.58	74,010
482100	Rail Transportation	27-3030	Public Relations Specialists	broad	280	0.12	37.03	77,030
482100	Rail Transportation	27-3031	Public Relations Specialists	detailed	280	0.12	37.03	77,030
482100	Rail Transportation	27-3040	Writers and Editors	broad	130	0.06	35.18	73,180
482100	Rail Transportation	27-3042	Technical Writers	detailed	120	0.05	35.11	73,040

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	29-0000	Healthcare Practitioners and Technical Occupations	major	260	0.11	37.04	77,050
482100	Rail Transportation	29-1000	Health Diagnosing and Treating Practitioners	minor	50	0.02	40.19	83,590
482100	Rail Transportation	29-1140	Registered Nurses	broad	50	0.02	36.54	76,000
482100	Rail Transportation	29-1141	Registered Nurses	detailed	50	0.02	36.54	76,000
482100	Rail Transportation	29-9000	Other Healthcare Practitioners and Technical Occupations	minor	200	0.09	36.50	75,920
482100	Rail Transportation	29-9010	Occupational Health and Safety Specialists and Technicians	broad	200	0.09	36.50	75,920
482100	Rail Transportation	29-9011	Occupational Health and Safety Specialists	detailed	160	0.07	36.67	76,260
482100	Rail Transportation	29-9012	Occupational Health and Safety Technicians	detailed	40	0.02	35.79	74,440
482100	Rail Transportation	33-0000	Protective Service Occupations	major	1,860	0.80	34.79	72,370
482100	Rail Transportation	33-1000	Supervisors of Protective Service Workers	minor	130	0.06	28.73	59,760
482100	Rail Transportation	33-1090	Miscellaneous First-Line Supervisors, Protective Service Workers	broad	130	0.06	28.49	59,270
482100	Rail Transportation	33-1099	First-Line Supervisors of Protective Service Workers, All Other	detailed	130	0.06	28.49	59,270
482100	Rail Transportation	33-3000	Law Enforcement Workers	minor	1,110	0.48	37.16	77,290
482100	Rail Transportation	33-3050	Police Officers	broad	1,110	0.48	37.16	77,290
482100	Rail Transportation	33-3052	Transit and Railroad Police	detailed	1,110	0.48	37.16	77,290
482100	Rail Transportation	33-9000	Other Protective Service Workers	minor	600	0.26	31.92	66,390
482100	Rail Transportation	33-9030	Security Guards and Gaming Surveillance Officers	broad	300	0.13	21.46	44,640
482100	Rail Transportation	33-9032	Security Guards	detailed	300	0.13	21.46	44,640
482100	Rail Transportation	33-9090	Miscellaneous Protective Service Workers	broad	280	0.12	42.37	88,130
482100	Rail Transportation	35-0000	Food Preparation and Serving Related Occupations	major	830	0.36	21.21	44,120
482100	Rail Transportation	35-1000	Supervisors of Food Preparation and Serving Workers	minor	**	**	28.37	59,020
482100	Rail Transportation	35-1010	Supervisors of Food Preparation and Serving Workers	broad	**	**	28.37	59,020
482100	Rail Transportation	35-1011	Chefs and Head Cooks	detailed	**	**	29.05	60,430
482100	Rail Transportation	35-2000	Cooks and Food Preparation Workers	minor	120	0.05	22.86	47,540
482100	Rail Transportation	35-2010	Cooks	broad	120	0.05	22.86	47,540

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	35-3000	Food and Beverage Serving Workers	minor	360	0.15	23.04	47,920
482100	Rail Transportation	35-3020	Fast Food and Counter Workers	broad	280	0.12	23.58	49,040
482100	Rail Transportation	35-3021	Combined Food Preparation and Serving Workers, Including Fast Food	detailed	280	0.12	23.93	49,770
482100	Rail Transportation	37-0000	Building and Grounds Cleaning and Maintenance Occupations	major	2,160	0.93	16.89	35,120
482100	Rail Transportation	37-2000	Building Cleaning and Pest Control Workers	minor	2,090	0.90	16.68	34,680
482100	Rail Transportation	37-2010	Building Cleaning Workers	broad	2,090	0.90	16.68	34,680
482100	Rail Transportation	37-2011	Janitors and Cleaners, Except Maids and Housekeeping Cleaners	detailed	2,090	0.90	16.68	34,690
482100	Rail Transportation	39-0000	Personal Care and Service Occupations	major	790	0.34	18.31	38,080
482100	Rail Transportation	39-3000	Entertainment Attendants and Related Workers	minor	150	0.07	14.24	29,630
482100	Rail Transportation	39-6000	Baggage Porters, Bellhops, and Concierges	minor	570	0.24	18.70	38,900
482100	Rail Transportation	39-6010	Baggage Porters, Bellhops, and Concierges	broad	570	0.24	18.70	38,900
482100	Rail Transportation	39-6011	Baggage Porters and Bellhops	detailed	560	0.24	18.71	38,920
482100	Rail Transportation	41-0000	Sales and Related Occupations	major	780	0.34	23.79	49,490
482100	Rail Transportation	41-3000	Sales Representatives, Services	minor	120	0.05	32.51	67,610
482100	Rail Transportation	41-3090	Miscellaneous Sales Representatives, Services	broad	110	0.05	33.57	69,830
482100	Rail Transportation	41-3099	Sales Representatives, Services, All Other	detailed	110	0.05	33.57	69,830
482100	Rail Transportation	41-9000	Other Sales and Related Workers	minor	110	0.05	40.65	84,550
482100	Rail Transportation	41-9020	Real Estate Brokers and Sales Agents	broad	100	0.04	43.30	90,070
482100	Rail Transportation	41-9022	Real Estate Sales Agents	detailed	70	0.03	42.64	88,700
482100	Rail Transportation	43-0000	Office and Administrative Support Occupations	major	19,210	8.26	25.43	52,900
482100	Rail Transportation	43-1000	Supervisors of Office and Administrative Support Workers	minor	1,780	0.77	34.12	70,970
482100	Rail Transportation	43-1010	First-Line Supervisors of Office and Administrative Support Workers	broad	1,780	0.77	34.12	70,970
482100	Rail Transportation	43-1011	First-Line Supervisors of Office and Administrative Support Workers	detailed	1,780	0.77	34.12	70,970
482100	Rail Transportation	43-3000	Financial Clerks	minor	1,470	0.63	24.17	50,270
482100	Rail Transportation	43-3020	Billing and Posting Clerks	broad	70	0.03	20.46	42,560
482100	Rail Transportation	43-3021	Billing and Posting Clerks	detailed	70	0.03	20.46	42,560



NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	43-3030	Bookkeeping, Accounting, and Auditing Clerks	broad	880	0.38	23.71	49,310
482100	Rail Transportation	43-3031	Bookkeeping, Accounting, and Auditing Clerks	detailed	880	0.38	23.71	49,310
482100	Rail Transportation	43-3050	Payroll and Timekeeping Clerks	broad	390	0.17	26.50	55,120
482100	Rail Transportation	43-3051	Payroll and Timekeeping Clerks	detailed	390	0.17	26.50	55,120
482100	Rail Transportation	43-3060	Procurement Clerks	broad	110	0.05	21.24	44,180
482100	Rail Transportation	43-3061	Procurement Clerks	detailed	110	0.05	21.24	44,180
482100	Rail Transportation	43-4000	Information and Record Clerks	minor	6,280	2.70	23.31	48,480
482100	Rail Transportation	43-4050	Customer Service Representatives	broad	2,960	1.27	23.08	48,010
482100	Rail Transportation	43-4051	Customer Service Representatives	detailed	2,960	1.27	23.08	48,010
482100	Rail Transportation	43-4160	Human Resources Assistants, Except Payroll and Timekeeping	broad	170	0.07	20.31	42,250
482100	Rail Transportation	43-4161	Human Resources Assistants, Except Payroll and Timekeeping	detailed	170	0.07	20.31	42,250
482100	Rail Transportation	43-4170	Receptionists and Information Clerks	broad	80	0.04	18.02	37,480
482100	Rail Transportation	43-4171	Receptionists and Information Clerks	detailed	80	0.04	18.02	37,480
482100	Rail Transportation	43-4180	Reservation and Transportation Ticket Agents and Travel Clerks	broad	2,900	1.25	23.61	49,100
482100	Rail Transportation	43-4181	Reservation and Transportation Ticket Agents and Travel Clerks	detailed	2,900	1.25	23.61	49,100
482100	Rail Transportation	43-4190	Miscellaneous Information and Record Clerks	broad	130	0.06	29.68	61,740
482100	Rail Transportation	43-4199	Information and Record Clerks, All Other	detailed	130	0.06	29.68	61,740
482100	Rail Transportation	43-5000	Material Recording, Scheduling, Dispatching, and Distributing Workers	minor	6,280	2.70	26.78	55,690
482100	Rail Transportation	43-5010	Cargo and Freight Agents	broad	360	0.15	22.49	46,770
482100	Rail Transportation	43-5011	Cargo and Freight Agents	detailed	360	0.15	22.49	46,770
482100	Rail Transportation	43-5030	Dispatchers	broad	3,770	1.62	29.20	60,730
482100	Rail Transportation	43-5031	Police, Fire, and Ambulance Dispatchers	detailed	40	0.02	19.61	40,780
482100	Rail Transportation	43-5032	Dispatchers, Except Police, Fire, and Ambulance	detailed	3,730	1.60	29.29	60,930
482100	Rail Transportation	43-5060	Production, Planning, and Expediting Clerks	broad	1,050	0.45	24.83	51,640
482100	Rail Transportation	43-5061	Production, Planning, and Expediting Clerks	detailed	1,050	0.45	24.83	51,640

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	43-5080	Stock Clerks and Order Fillers	broad	1,000	0.43	22.14	46,050
482100	Rail Transportation	43-5081	Stock Clerks and Order Fillers	detailed	1,000	0.43	22.14	46,050
482100	Rail Transportation	43-6000	Secretaries and Administrative Assistants	minor	1,450	0.62	26.20	54,490
482100	Rail Transportation	43-6010	Secretaries and Administrative Assistants	broad	1,450	0.62	26.20	54,490
482100	Rail Transportation	43-6011	Executive Secretaries and Executive Administrative Assistants	detailed	640	0.28	32.06	66,680
482100	Rail Transportation	43-6012	Legal Secretaries	detailed	60	0.03	30.24	62,890
482100	Rail Transportation	43-6014	Secretaries and Administrative Assistants, Except Legal, Medical, and Executive	detailed	750	0.32	20.85	43,370
482100	Rail Transportation	43-9000	Other Office and Administrative Support Workers	minor	1,910	0.82	20.39	42,410
482100	Rail Transportation	43-9010	Computer Operators	broad	30	0.01	27.75	57,730
482100	Rail Transportation	43-9011	Computer Operators	detailed	30	0.01	27.75	57,730
482100	Rail Transportation	43-9020	Data Entry and Information Processing Workers	broad	140	0.06	20.53	42,710
482100	Rail Transportation	43-9022	Word Processors and Typists	detailed	130	0.06	20.63	42,920
482100	Rail Transportation	43-9050	Mail Clerks and Mail Machine Operators, Except Postal Service	broad	30	0.01	18.64	38,780
482100	Rail Transportation	43-9051	Mail Clerks and Mail Machine Operators, Except Postal Service	detailed	30	0.01	18.64	38,780
482100	Rail Transportation	43-9060	Office Clerks, General	broad	1,570	0.67	20.02	41,650
482100	Rail Transportation	43-9061	Office Clerks, General	detailed	1,570	0.67	20.02	41,650
482100	Rail Transportation	43-9110	Statistical Assistants	broad	50	0.02	26.01	54,100
482100	Rail Transportation	43-9111	Statistical Assistants	detailed	50	0.02	26.01	54,100
482100	Rail Transportation	43-9190	Miscellaneous Office and Administrative Support Workers	broad	70	0.03	20.50	42,650
482100	Rail Transportation	43-9199	Office and Administrative Support Workers, All Other	detailed	70	0.03	20.50	42,650
482100	Rail Transportation	47-0000	Construction and Extraction Occupations	major	23,720	10.20	30.09	62,590
482100	Rail Transportation	47-1000	Supervisors of Construction and Extraction Workers	minor	4,410	1.90	36.22	75,330
482100	Rail Transportation	47-1010	First-Line Supervisors of Construction Trades and Extraction Workers	broad	4,410	1.90	36.22	75,330
482100	Rail Transportation	47-1011	First-Line Supervisors of Construction Trades and Extraction Workers	detailed	4,410	1.90	36.22	75,330
482100	Rail Transportation	47-2000	Construction Trades Workers	minor	10,960	4.71	30.26	62,950

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	47-2010	Boilermakers	broad	150	0.06	33.73	70,160
482100	Rail Transportation	47-2011	Boilermakers	detailed	150	0.06	33.73	70,160
482100	Rail Transportation	47-2030	Carpenters	broad	1,110	0.48	26.65	55,430
482100	Rail Transportation	47-2031	Carpenters	detailed	1,110	0.48	26.65	55,430
482100	Rail Transportation	47-2060	Construction Laborers	broad	610	0.26	25.05	52,110
482100	Rail Transportation	47-2061	Construction Laborers	detailed	610	0.26	25.05	52,110
482100	Rail Transportation	47-2070	Construction Equipment Operators	broad	1,080	0.47	28.47	59,210
482100	Rail Transportation	47-2071	Paving, Surfacing, and Tamping Equipment Operators	detailed	70	0.03	24.24	50,420
482100	Rail Transportation	47-2073	Operating Engineers and Other Construction Equipment Operators	detailed	1,010	0.44	28.76	59,830
482100	Rail Transportation	47-2110	Electricians	broad	5,660	2.44	31.90	66,360
482100	Rail Transportation	47-2111	Electricians	detailed	5,660	2.44	31.90	66,360
482100	Rail Transportation	47-2140	Painters and Paperhangers	broad	160	0.07	28.34	58,950
482100	Rail Transportation	47-2141	Painters, Construction and Maintenance	detailed	160	0.07	28.34	58,950
482100	Rail Transportation	47-2150	Pipelayers, Plumbers, Pipefitters, and Steamfitters	broad	450	0.19	30.56	63,570
482100	Rail Transportation	47-2152	Plumbers, Pipefitters, and Steamfitters	detailed	450	0.19	30.56	63,570
482100	Rail Transportation	47-2210	Sheet Metal Workers	broad	1,540	0.66	30.68	63,820
482100	Rail Transportation	47-2211	Sheet Metal Workers	detailed	1,540	0.66	30.68	63,820
482100	Rail Transportation	47-3000	Helpers, Construction Trades	minor	40	0.02	17.72	36,860
482100	Rail Transportation	47-3010	Helpers, Construction Trades	broad	40	0.02	17.72	36,860
482100	Rail Transportation	47-3013	Helpers--Electricians	detailed	30	0.01	17.93	37,290
482100	Rail Transportation	47-4000	Other Construction and Related Workers	minor	8,300	3.57	26.67	55,470
482100	Rail Transportation	47-4010	Construction and Building Inspectors	broad	240	0.10	37.96	78,960
482100	Rail Transportation	47-4011	Construction and Building Inspectors	detailed	240	0.10	37.96	78,960
482100	Rail Transportation	47-4040	Hazardous Materials Removal Workers	broad	30	0.01	36.18	75,260
482100	Rail Transportation	47-4041	Hazardous Materials Removal Workers	detailed	30	0.01	36.18	75,260
482100	Rail Transportation	47-4060	Rail-Track Laying and Maintenance Equipment Operators	broad	7,620	3.28	26.64	55,400
482100	Rail Transportation	47-4061	Rail-Track Laying and Maintenance Equipment Operators	detailed	7,620	3.28	26.64	55,400
482100	Rail Transportation	49-0000	Installation, Maintenance, and Repair Occupations	major	35,630	15.32	30.66	63,770
482100	Rail Transportation	49-1000	Supervisors of Installation, Maintenance, and Repair Workers	minor	4,750	2.04	36.53	75,990

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	49-1010	First-Line Supervisors of Mechanics, Installers, and Repairers	broad	4,750	2.04	36.53	75,990
482100	Rail Transportation	49-1011	First-Line Supervisors of Mechanics, Installers, and Repairers	detailed	4,750	2.04	36.53	75,990
482100	Rail Transportation	49-2000	Electrical and Electronic Equipment Mechanics, Installers, and Repairers	minor	5,080	2.19	30.70	63,860
482100	Rail Transportation	49-2020	Radio and Telecommunications Equipment Installers and Repairers	broad	160	0.07	30.82	64,100
482100	Rail Transportation	49-2021	Radio, Cellular, and Tower Equipment Installers and Repairers	detailed	100	0.04	30.26	62,940
482100	Rail Transportation	49-2022	Telecommunications Equipment Installers and Repairers, Except Line Installers	detailed	60	0.03	31.77	66,080
482100	Rail Transportation	49-2090	Miscellaneous Electrical and Electronic Equipment Mechanics, Installers, and Repairers	broad	4,920	2.12	30.70	63,860
482100	Rail Transportation	49-2093	Electrical and Electronics Installers and Repairers, Transportation Equipment	detailed	4,580	1.97	30.33	63,090
482100	Rail Transportation	49-2094	Electrical and Electronics Repairers, Commercial and Industrial Equipment	detailed	80	0.03	29.48	61,310
482100	Rail Transportation	49-3000	Vehicle and Mobile Equipment Mechanics, Installers, and Repairers	minor	16,960	7.29	28.74	59,770
482100	Rail Transportation	49-3030	Bus and Truck Mechanics and Diesel Engine Specialists	broad	2,370	1.02	24.66	51,290
482100	Rail Transportation	49-3031	Bus and Truck Mechanics and Diesel Engine Specialists	detailed	2,370	1.02	24.66	51,290
482100	Rail Transportation	49-3040	Heavy Vehicle and Mobile Equipment Service Technicians and Mechanics	broad	14,580	6.27	29.41	61,180
482100	Rail Transportation	49-3042	Mobile Heavy Equipment Mechanics, Except Engines	detailed	1,230	0.53	28.54	59,350
482100	Rail Transportation	49-3043	Rail Car Repairers	detailed	13,350	5.74	29.49	61,350
482100	Rail Transportation	49-9000	Other Installation, Maintenance, and Repair Occupations	minor	8,830	3.80	31.15	64,800
482100	Rail Transportation	49-9020	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	broad	320	0.14	28.92	60,150
482100	Rail Transportation	49-9021	Heating, Air Conditioning, and Refrigeration Mechanics and Installers	detailed	320	0.14	28.92	60,150

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	49-9040	Industrial Machinery Installation, Repair, and Maintenance Workers	broad	920	0.40	27.65	57,510
482100	Rail Transportation	49-9041	Industrial Machinery Mechanics	detailed	330	0.14	29.46	61,270
482100	Rail Transportation	49-9043	Maintenance Workers, Machinery	detailed	400	0.17	26.22	54,540
482100	Rail Transportation	49-9070	Maintenance and Repair Workers, General	broad	930	0.40	27.47	57,140
482100	Rail Transportation	49-9071	Maintenance and Repair Workers, General	detailed	930	0.40	27.47	57,140
482100	Rail Transportation	49-9090	Miscellaneous Installation, Maintenance, and Repair Workers	broad	6,360	2.74	32.08	66,730
482100	Rail Transportation	49-9097	Signal and Track Switch Repairers	detailed	5,610	2.41	33.40	69,480
482100	Rail Transportation	49-9098	Helpers--Installation, Maintenance, and Repair Workers	detailed	410	0.18	19.65	40,860
482100	Rail Transportation	49-9099	Installation, Maintenance, and Repair Workers, All Other	detailed	340	0.15	25.32	52,670
482100	Rail Transportation	51-0000	Production Occupations	major	10,090	4.34	26.92	56,000
482100	Rail Transportation	51-1000	Supervisors of Production Workers	minor	330	0.14	34.63	72,020
482100	Rail Transportation	51-1010	First-Line Supervisors of Production and Operating Workers	broad	330	0.14	34.63	72,020
482100	Rail Transportation	51-1011	First-Line Supervisors of Production and Operating Workers	detailed	330	0.14	34.63	72,020
482100	Rail Transportation	51-2000	Assemblers and Fabricators	minor	310	0.13	21.15	43,980
482100	Rail Transportation	51-2040	Structural Metal Fabricators and Fitters	broad	160	0.07	19.73	41,040
482100	Rail Transportation	51-2041	Structural Metal Fabricators and Fitters	detailed	160	0.07	19.73	41,040
482100	Rail Transportation	51-4000	Metal Workers and Plastic Workers	minor	8,050	3.46	27.00	56,170
482100	Rail Transportation	51-4040	Machinists	broad	4,820	2.07	26.53	55,180
482100	Rail Transportation	51-4041	Machinists	detailed	4,820	2.07	26.53	55,180
482100	Rail Transportation	51-4120	Welding, Soldering, and Brazing Workers	broad	3,190	1.37	27.80	57,830
482100	Rail Transportation	51-4121	Welders, Cutters, Solderers, and Brazers	detailed	3,100	1.33	27.93	58,100
482100	Rail Transportation	51-4122	Welding, Soldering, and Brazing Machine Setters, Operators, and Tenders	detailed	90	0.04	23.43	48,730
482100	Rail Transportation	51-8000	Plant and System Operators	minor	460	0.20	33.15	68,960
482100	Rail Transportation	51-8020	Stationary Engineers and Boiler Operators	broad	220	0.09	23.41	48,690
482100	Rail Transportation	51-8021	Stationary Engineers and Boiler Operators	detailed	220	0.09	23.41	48,690
482100	Rail Transportation	51-9000	Other Production Occupations	minor	920	0.39	22.32	46,420
482100	Rail Transportation	51-9060	Inspectors, Testers, Sorters, Samplers, and Weighers	broad	310	0.13	30.12	62,660

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	detailed	310	0.13	30.12	62,660
482100	Rail Transportation	51-9120	Painting Workers	broad	60	0.03	26.98	56,120
482100	Rail Transportation	51-9122	Painters, Transportation Equipment	detailed	50	0.02	29.88	62,150
482100	Rail Transportation	51-9190	Miscellaneous Production Workers	broad	400	0.17	15.16	31,530
482100	Rail Transportation	51-9198	Helpers--Production Workers	detailed	400	0.17	15.15	31,510
482100	Rail Transportation	53-0000	Transportation and Material Moving Occupations	major	109,060	46.89	31.11	64,720
482100	Rail Transportation	53-1000	Supervisors of Transportation and Material Moving Workers	minor	5,460	2.35	34.43	71,610
482100	Rail Transportation	53-1040	First-Line Supervisors of Transportation and Material Moving Workers, Except Aircraft Cargo Handling Supervisors	broad	5,460	2.35	34.42	71,600
482100	Rail Transportation	53-1048	First-Line Supervisors of Transportation and Material Moving Workers, Except Aircraft Cargo Handling Supervisors	detailed	5,460	2.35	34.42	71,600
482100	Rail Transportation	53-3000	Motor Vehicle Operators	minor	1,760	0.76	21.39	44,500
482100	Rail Transportation	53-3030	Driver/Sales Workers and Truck Drivers	broad	990	0.42	25.19	52,390
482100	Rail Transportation	53-3032	Heavy and Tractor-Trailer Truck Drivers	detailed	760	0.33	26.32	54,740
482100	Rail Transportation	53-3033	Light Truck or Delivery Services Drivers	detailed	230	0.10	21.45	44,610
482100	Rail Transportation	53-3090	Miscellaneous Motor Vehicle Operators	broad	270	0.12	23.20	48,260
482100	Rail Transportation	53-3099	Motor Vehicle Operators, All Other	detailed	270	0.12	23.20	48,260
482100	Rail Transportation	53-4000	Rail Transportation Workers	minor	88,160	37.90	31.67	65,880
482100	Rail Transportation	53-4010	Locomotive Engineers and Operators	broad	36,680	15.77	32.11	66,800
482100	Rail Transportation	53-4011	Locomotive Engineers	detailed	33,420	14.37	32.34	67,270
482100	Rail Transportation	53-4012	Locomotive Firers	detailed	480	0.21	34.30	71,350
482100	Rail Transportation	53-4013	Rail Yard Engineers, Dinkey Operators, and Hostlers	detailed	2,770	1.19	29.00	60,320
482100	Rail Transportation	53-4020	Railroad Brake, Signal, and Switch Operators	broad	11,830	5.08	28.94	60,200
482100	Rail Transportation	53-4021	Railroad Brake, Signal, and Switch Operators	detailed	11,830	5.08	28.94	60,200
482100	Rail Transportation	53-4030	Railroad Conductors and Yardmasters	broad	37,690	16.21	32.16	66,890
482100	Rail Transportation	53-4031	Railroad Conductors and Yardmasters	detailed	37,690	16.21	32.16	66,890
482100	Rail Transportation	53-4090	Miscellaneous Rail Transportation Workers	broad	1,960	0.84	30.55	63,540
482100	Rail Transportation	53-4099	Rail Transportation Workers, All Other	detailed	1,960	0.84	30.55	63,540

NAICS	NAICS TITLE	OCC CODE	OCC TITLE	OCC GROUP	TOT EMP	PCT TOTAL	H MEAN	A MEAN
482100	Rail Transportation	53-6000	Other Transportation Workers	minor	7,390	3.18	33.40	69,470
482100	Rail Transportation	53-6010	Bridge and Lock Tenders	broad	210	0.09	26.56	55,250
482100	Rail Transportation	53-6011	Bridge and Lock Tenders	detailed	210	0.09	26.56	55,250
482100	Rail Transportation	53-6050	Transportation Inspectors	broad	4,330	1.86	41.88	87,120
482100	Rail Transportation	53-6051	Transportation Inspectors	detailed	4,330	1.86	41.88	87,120
482100	Rail Transportation	53-6060	Transportation Attendants, Except Flight Attendants	broad	2,590	1.11	20.89	43,450
482100	Rail Transportation	53-6061	Transportation Attendants, Except Flight Attendants	detailed	2,590	1.11	20.89	43,450
482100	Rail Transportation	53-6090	Miscellaneous Transportation Workers	broad	260	0.11	22.41	46,620
482100	Rail Transportation	53-6099	Transportation Workers, All Other	detailed	260	0.11	22.41	46,620
482100	Rail Transportation	53-7000	Material Moving Workers	minor	6,280	2.70	20.37	42,380
482100	Rail Transportation	53-7020	Crane and Tower Operators	broad	380	0.16	25.02	52,030
482100	Rail Transportation	53-7021	Crane and Tower Operators	detailed	380	0.16	25.02	52,030
482100	Rail Transportation	53-7030	Dredge, Excavating, and Loading Machine Operators	broad	80	0.03	27.11	56,390
482100	Rail Transportation	53-7032	Excavating and Loading Machine and Dragline Operators	detailed	80	0.03	27.11	56,390
482100	Rail Transportation	53-7050	Industrial Truck and Tractor Operators	broad	400	0.17	20.64	42,940
482100	Rail Transportation	53-7051	Industrial Truck and Tractor Operators	detailed	400	0.17	20.64	42,940
482100	Rail Transportation	53-7060	Laborers and Material Movers, Hand	broad	4,800	2.06	19.85	41,280
482100	Rail Transportation	53-7061	Cleaners of Vehicles and Equipment	detailed	2,810	1.21	18.20	37,850
482100	Rail Transportation	53-7062	Laborers and Freight, Stock, and Material Movers, Hand	detailed	1,990	0.86	22.18	46,120
482100	Rail Transportation	53-7120	Tank Car, Truck, and Ship Loaders	broad	440	0.19	19.88	41,350
482100	Rail Transportation	53-7121	Tank Car, Truck, and Ship Loaders	detailed	440	0.19	19.88	41,350
482100	Rail Transportation	53-7190	Miscellaneous Material Moving Workers	broad	180	0.08	22.21	46,190
482100	Rail Transportation	53-7199	Material Moving Workers, All Other	detailed	180	0.08	22.21	46,190

**Economics:**  
**Gross Domestic Product and Deflators used**  
**in the Historical Tables: 1940-2023,**  
**Source: [Whitehouse.gov](https://www.whitehouse.gov)**





## 2017 GDP Deflators

**Table 10.1—GROSS DOMESTIC PRODUCT AND DEFLATORS USED IN THE HISTORICAL TABLES: 1940–2023**

Whitehouse Office of Management and Budget

website: <https://www.whitehouse.gov/wp-content/uploads/2018/02/hist10z1-fy2019.xlsx>

Downloaded: June 2019

Data Confirmed: June 2019

Fiscal Year	GDP (\$billions)	GDP (Chained) Price Index	Composite Outlay Deflators									
			Total	Total Defense	Total Non defense	Payment for Individuals			Other Grants	Net Interest	Undistributed Offsetting Receipts	All Other
2006	13,684.7	0.9428	0.9395	0.9350	0.9406	0.9457	0.9459	0.9446	0.8892	0.9428	0.9229	0.9326
2007	14,322.9	0.9684	0.9643	0.9648	0.9642	0.9659	0.9660	0.9655	0.9354	0.9684	0.9562	0.9633
2008	14,752.4	0.9885	0.9980	1.0019	0.9970	0.9999	1.0000	0.9996	0.9811	0.9885	0.9879	0.9893
2009	14,414.6	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
2010	14,798.5	1.0088	1.0157	1.0183	1.0151	1.0162	1.0163	1.0159	1.0150	1.0088	1.0320	1.0152
2011	15,379.2	1.0293	1.0395	1.0496	1.0371	1.0377	1.0378	1.0374	1.0432	1.0293	1.0686	1.0466
2012	16,027.2	1.0481	1.0603	1.0647	1.0592	1.0597	1.0597	1.0596	1.0693	1.0481	1.0839	1.0683
2013	16,515.9	1.0658	1.0740	1.0716	1.0745	1.0753	1.0753	1.0753	1.0914	1.0658	1.0921	1.0665
2014	17,243.6	1.0852	1.0905	1.0885	1.0909	1.0916	1.0916	1.0916	1.1152	1.0852	1.1289	1.0819
2015	17,982.9	1.0983	1.0972	1.0930	1.0980	1.0970	1.0970	1.0971	1.1273	1.0983	1.1414	1.1144
2016	18,469.9	1.1110	1.1065	1.0977	1.1082	1.1068	1.1067	1.1069	1.1366	1.1110	1.1546	1.1255
2017	19,177.2	1.1301	1.1277	1.1142	1.1301	1.1289	1.1288	1.1290	1.1616	1.1301	1.1745	1.1434
2018 estimate	20,029.3	1.1478	1.1516	1.1316	1.1553	1.1541	1.1541	1.1543	1.1941	1.1478	1.1929	1.1667
2019 estimate	21,003.1	1.1670	1.1729	1.1502	1.1772	1.1764	1.1763	1.1765	1.2187	1.1670	1.2128	1.1845
2020 estimate	22,068.8	1.1886	1.1967	1.1715	1.2016	1.2014	1.2014	1.2017	1.2564	1.1886	1.2353	1.2064
2021 estimate	23,193.7	1.2121	1.2230	1.1946	1.2284	1.2286	1.2286	1.2289	1.2933	1.2121	1.2597	1.2303
2022 estimate	24,368.8	1.2364	1.2500	1.2186	1.2558	1.2565	1.2565	1.2567	1.3331	1.2364	1.2849	1.2549
2023 estimate	25,605.2	1.2613	1.2778	1.2431	1.2841	1.2851	1.2851	1.2853	1.3728	1.2613	1.3108	1.2802

Note: Constant dollar research and development outlays are based on the GDP (chained) price index.

(Fiscal Year 2009 = 1.000)



**Economics:**  
**2016-2017 Consumer Expenditure Survey,**  
**Source: Bureau of Labor Statistics (BLS)**



## 2016-2017 Consumer Expenditure Survey

### Consumer Expenditure Survey, 2016-2017

Bureau of Labor Statistics

website: <https://www.bls.gov/cex/tables.htm#MSA>

Table 3024. Selected Southern MSAs: Average Annual Expenditures &amp; Characteristics

Data Release: September 2018

Download: December 2018

Data Confirmed: June 2019

Item	All consumer units in the South	Dallas-Fort Worth	Houston
<b>Number of consumer units (in thousands)</b>	49,841	2,765	2,533
<b>Consumer unit characteristics:</b>			
Income before taxes	\$67,297	\$78,842	\$80,250
Age of reference person	50.7	46.9	46.8
Average number in consumer unit:			
People	2.4	2.5	2.8
Children under 18	.6	.6	.8
Adults 65 and older	.4	.2	.3
Earners	1.2	1.4	1.4
Vehicles	1.8	1.6	1.7
Percent homeowner	64	53	59
<b>Average annual expenditures</b>	\$53,740	\$63,207	\$67,304
Food	\$6,921	\$6,571	\$9,153
Food at home	\$3,892	\$3,433	\$4,491
Cereals and bakery products	\$500	\$393	\$568
Meats, poultry, fish, and eggs	\$884	\$846	\$1,087
Dairy products	\$376	\$299	\$373
Fruits and vegetables	\$724	\$665	\$905
Other food at home	\$1,407	\$1,230	\$1,558
Food away from home	\$3,030	\$3,139	\$4,662
Alcoholic beverages	\$421	\$576	\$650
Housing	\$17,383	\$22,350	\$21,818
Shelter	\$9,797	\$13,869	\$12,823
Owned dwellings	\$5,659	\$6,646	\$7,138
Rented dwellings	\$3,463	\$6,506	\$4,915
Other lodging	\$675	\$717	\$771
Utilities, fuels, and public services	\$3,864	\$4,182	\$4,226
Household operations	\$1,339	\$1,460	\$1,526
Housekeeping supplies	\$674	\$736	\$808
Household furnishings and equipment	\$1,709	\$2,103	\$2,436
Apparel and services	\$1,691	\$2,353	\$2,606
Transportation	\$9,323	\$10,507	\$12,232
Vehicle purchases (net outlay)	\$4,204	\$4,482	\$5,469
Gasoline and motor oil	\$1,949	\$2,117	\$2,241
Other vehicle expenses	\$2,688	\$3,336	\$3,732
Public and other transportation	\$482	\$572	\$790
Healthcare	\$4,473	\$4,479	\$4,517

<b>Item</b>	<b>All consumer units in the South</b>	<b>Dallas- Fort Worth</b>	<b>Houston</b>
Entertainment	\$2,741	\$3,333	\$3,413
Personal care products and services	\$668	\$778	\$844
Reading	\$95	\$110	\$93
Education	\$1,088	\$1,662	\$1,474
Tobacco products and smoking supplies	\$336	\$230	\$260
Miscellaneous	\$779	\$1,150	\$974
Cash contributions	\$1,773	\$1,517	\$2,093
Personal insurance and pensions	\$6,047	\$7,592	\$7,177
Life and other personal insurance	\$350	\$245	\$252
Pensions and Social Security	\$5,697	\$7,348	\$6,926



TECHNICAL MEMORANDUM  
ENVIRONMENTAL JUSTICE

To: Kevin Wright, FRA

From: Erin Lee, AECOM

Date: December 16, 2019

RE: DALLAS TO HOUSTON HSR EIS – ENVIRONMENTAL JUSTICE

This technical memorandum summarizes data analyzed to determine disproportionately high and adverse impacts to minority and/or low-income block groups and communities. That data below is represented in tables that display potential impacts by county, segment and Build Alternative for minority and/or low-income USCB block groups and communities. **Section 3.18.3, Environmental Justice, Methodology** describes methodology used to assess the data in the following tables.

### 1. Identification of Minority and/or Low-income Block Groups

The following tables show block groups that have met criteria, described in **Section 3.18.3.3, Criteria for Identifying Minority and/or Low-Income Block Groups and Communities**, to be identified as minority and/or low-income, and would be intersected by the Study Area of the Build Alternatives. In **Table 2**, Segment 1 ends and Segments 2A and 2B begins in the same block group. Additionally, Segments 2A and 2B end in the same block group where Segments 3A, 3B and 3C begin. For the purpose of this analysis, any instance of a segment intersecting a block group is counted, and a footnote is added. However, in **Table 3**, for the calculation of total block groups intersected per Build Alternative, if a block group is intersected by multiple segments of the LOD the block group is only counted once.

<b>Table 1: Number of Minority and/or Low-Income Block Groups by County</b>				
<b>County</b>	<b>Minority and/or Low-income Block Groups Intersected by the LOD</b>	<b>Minority and/or Low-income Block Groups Intersected by the Study Area</b>	<b>Total Block Groups Intersected by the LOD</b>	<b>Total Block Groups Intersected by the Study Area</b>
Dallas	13	27	14	30
Ellis	9	9	9	10
Navarro	4	4	5	5
Freestone	2	2	6	7
Limestone	1	1	2	2
Leon	4	4	8	8
Madison	0	0	2	2
Grimes	3	3	7	7
Waller	1	1	2	2
Harris	17	36	26	62
<b>Total</b>	<b>54</b>	<b>87</b>	<b>81</b>	<b>135</b>

Source: AECOM, 2019



**Table 2: Number of Minority and/or Low-Income Block Groups by Segment**

Segment	Minority and/or Low-income Block Groups Intersected by the LOD	Minority and/or Low-income Block Groups Intersected by the Study Area****	Total Block Groups Intersected by the LOD	Total Block Groups Intersected by the Study Area*****
Segment 1	14*	29	15*	32
Segment 2A	8*	8	9*	9
Segment 2B	8*	8	9*	9
Segment 3A	6**	6	7**	8
Segment 3B	5**	6	7**	8
Segment 3C	10**	10	19**	21
Segment 4	4	5	12****	14
Segment 5	21	37	33	62
Industrial Site Terminal***	4	5	5	8
Northwest Mall Terminal***	4	7	5	11
Northwest Transit Center Terminal***	4	6	8	14

\* The terminus of Segment 1 and the beginning of Segments 2A and 2B overlap in the same block group in Ellis County

\*\*Segments 3A, 3B and 3C begin in the same minority and/or low-income block group in Ellis County.

\*\*\*Station options intersect the same block groups found on Segment 5.

\*\*\*\*\* Block groups can be intersected by multiple segments due to overlapping Study Area.

Source: AECOM, 2019

**Table 3: Number of Block Groups by Build Alternative Within the LOD**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal*	Northwest Mall Terminal*	Northwest Transit Center Terminal*
Number of Minority and/or low-income block groups intersected by the LOD	49	50	49	49	49	50	4	4	4
Number of Minority and/or low-income block groups intersected by the Study Area	80	80	81	80	80	81	5	7	6
Total number of block groups intersected by the LOD	72	72	72	72	72	72	5	5	8
Total number of block groups intersected by the Study Area	118	118	119	118	118	119	8	11	14

\*Station options intersect the same block groups found on Segment 5.

Source: AECOM, 2019

## 2. Identification of Minority and/or Low-Income Communities

In addition to identifying minority and/or low-income block groups, FRA identified minority and/or low-income communities along Build Alternatives. **For the purposes of this analysis a definition for communities was established as described in Section 3.18.3.1, Definitions, and that criteria is further outlined in Section 3.18.3.3, Criteria for Identifying Minority and/or Low-Income Block Groups and Communities.** All identified communities in **Table 4** are located on Segments 1 and 5 of the Build Alternatives; therefore, potential impacts would not differ between Build Alternative.

<b>Table 4: Impacted Minority and/or Low-Income Communities by Segment</b>		
<b>Community Name</b>	<b>Segment</b>	<b>Community Type</b>
<b>Dallas County</b>		
Downtown Dallas	1	Minority/Low-Income
Le May and Le Forge	1	Minority/Low-Income
Hash Road and Nail Drive	1	Low-Income
<b>Waller County</b>		
Plantation Forest Neighborhood	5	Minority
<b>Harris County</b>		
Houston Terminal Station Option Area <i>(Including Spring Branch Super Neighborhood)</i>	5	Minority/Low-Income

Source: AECOM, 2019

## 3. Identification of Potential Impacts by Resource Area

### Air Quality

Across all Build Alternatives, there would be no disproportionately high and adverse air quality impacts to minority and/or low-income block groups with mitigation described in **Section 3.18.5.3.2, Environmental Justice, Air Quality**. Additionally, localized air quality impacts during construction to communities Le May and Le Forge, Hash Road and Nail Drive, and Plantation Forest would be mitigated and therefore not anticipated.

### Water Quality

With mitigation, potential impacts would be mitigated as described in **Section 3.3, Water Quality**. Therefore, across all Build Alternatives, there would be no disproportionately high and adverse water quality impacts to minority and/or low-income block groups. Additionally, water quality impacts to minority and/or low-income impacted communities are not anticipated.

### Noise and Vibration

Noise and vibration impacts would occur at various locations along the Build Alternatives where sensitive receptors are present. Generally, these locations are residences, commercial businesses that would be sensitive to noise, locations where people gather and/or recreational areas where ambient noise levels are generally low. Noise and vibration impact sources would be due to the construction and operation of the Build Alternatives. Therefore, a noise and vibration analysis (See **Section 3.4, Noise and Vibration**) was conducted by FRA. Noise impacts defined as severe and moderate are represented in the tables below. **Tables 5 through 8** show the number of impacts in minority and/or low-income block groups, communities and total impacts within the LOD by county, segment and Build Alternative. A disproportionate number of severe noise impacts would occur within minority and/or low-income

identified block groups. However, with mitigation measures potential impacts would be mitigated and no disproportionate and adverse impact would be anticipated.

Across all Build Alternatives there would be no vibration impacts and therefore no vibration impacts in minority and/or low-income communities.

<b>Table 5: Severe and Moderate Noise Impacts by County</b>				
<b>County</b>	<b>Severe (Minority and/or low-income)</b>	<b>Severe (Total)</b>	<b>Moderate (Minority and/or low-income)</b>	<b>Moderate (Total)</b>
Dallas	0	0	4	4
Ellis	3	3	32	37
Navarro	1	2	29	30
Freestone	0	2	0	11
Limestone	0	0	0	1
Leon	0	0	1	4
Madison	0	0	0	5
Grimes	0	0	4	12
Waller	2	2	26	29
Harris	3	3	111	116
<b>Total</b>	<b>9</b>	<b>13</b>	<b>207</b>	<b>249</b>

Source: AECOM, 2019

<b>Table 6: Severe and Moderate Noise Impacts by Segment</b>				
<b>Segment</b>	<b>Severe (Minority and/or low-income)</b>	<b>Severe (Total)</b>	<b>Moderate (Minority and/or low-income)</b>	<b>Moderate (Total)</b>
Segment 1	2	2	22	22
Segment 2A	1	1	8	8
Segment 2B	0	0	6	11
Segment 3A	0	0	6	6
Segment 3B	1	2	15	16
Segment 3C	0	1	8	15
Segment 4	0	1	1	14
Segment 5	5	6	141	157
Industrial Site Terminal	0	0	0	0
Northwest Mall Terminal	0	0	0	0
Northwest Transit Center Terminal	0	0	0	0
<b>Total</b>	<b>9</b>	<b>13</b>	<b>207</b>	<b>249</b>

Source: AECOM, 2019

<b>Table 7: Severe and Moderate Noise Impacts by Minority and/or Low-income Communities</b>				
<b>Community Name</b>	<b>Segment</b>	<b>Block Group Type</b>	<b>Severe Noise</b>	<b>Moderate</b>
<b>Dallas County</b>				
Downtown Dallas	1	Minority/Low-Income	0	0
Le May and Le Forge	1	Minority/Low-Income	0	0
Hash Road and Nail Drive	1	Low-Income	0	1
<b>Waller County</b>				
Plantation Forest Neighborhood	5	Minority	0	5
<b>Harris County</b>				
Houston Terminal Station Options	5	Minority/Low-Income	0	0

Source: AECOM, 2019

**Table 8: Severe and Moderate Noise Impacts and Vibration Impacts by Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Severe (Minority and/or low-income)	8	9	8	7	8	7	0	0	0
Severe (Total)	10	12	10	9	11	9	0	0	0
Moderate (Minority and/or low-income)	178	187	179	176	185	177	0	0	0
Moderate (Total)	207	217	202	210	220	205	0	0	0

Source: AECOM, 2019

### Hazardous Materials

Primary producers of hazardous materials for the Build Alternatives would be the construction of the HST System, TMFs, MOWs and station areas. TCRR conducted an analysis regarding quantities of hazardous materials generated by all aspects of the Project. For minority and/or low-income purposes, it is important to note the Dallas County TMF/MOW would be located in minority and/or low-income block groups and the Harris County TMF/MOW would not be located in an minority and/or low-income block group. Additionally, no TMF/MOW sites would be within a mile of the identified minority and/or low-income communities as shown in **Table 11**.

Additionally, the hazardous materials analysis in **Section 3.5.5, Hazardous Materials, Environmental Consequences** included site specific research relating to potential hazardous sites that would be encountered by each Build Alternative. **Tables 9 through 12** show the number of potentially high and moderate risk sites intersected or within 50 feet of the LOD for each county, segment, and Build Alternatives.

**Table 9: High and Moderate Risk HAZMAT Impacts by County**

County	High (Minority and/or low-income)	High (Total)	Moderate (Minority and/or low-income)	Moderate (Total)
Dallas	1	1	5	5
Ellis	1	1	0	0
Navarro	0	0	0	0
Freestone	0	0	0	1
Limestone	0	0	0	0
Leon	0	0	1	1
Madison	0	0	0	0
Grimes	0	0	0	0
Waller	0	0	0	0
Harris	2*	2*	26*	26*
<b>Total</b>	4	4	32	33

\*Includes sites at potential station areas.

Source: AECOM, 2017

**Table 10: High and Moderate Risk HAZMAT Impacts by Segment**

Segment	High (Minority and/or low-income )	High (Total)	Moderate (Minority and/or low-income )	Moderate (Total)
Segment 1	1	1	5	5
Segment 2A	1	1	0	0
Segment 2B	0	0	0	0
Segment 3A	0	0	0	0
Segment 3B	0	0	0	0
Segment 3C	0	0	1	2
Segment 4	0	0	0	0
Segment 5	0	0	5*	5*
Industrial Site Terminal	2**	2**	3**	3**
Northwest Mall Terminal	0	0	7**	7**
Northwest Transit Center Terminal	0	0	10**	10**
<b>Total</b>	4	4	32	33

\*Includes sites at potential station areas.

\*\*Resources at station area may be counted multiple times.

Source: AECOM, 2019

**Table 11: High and Moderate Risk HAZMAT Impacts by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	High Risk	Moderate Risk*	MOW/TMF within a mile
<b>Dallas County</b>					
Downtown Dallas	1	Minority/Low-Income	0	0	0
Le May and Le Forge	1	Minority/Low-Income	0	0	0
Hash Road and Nail Drive	1	Low-Income	0	0	0
<b>Waller County</b>					
Plantation Forest Neighborhood	5	Minority	0	0	0
<b>Harris County</b>					
Houston Terminal Station Options	5	Minority/Low-Income	2**	0	0

\*Moderate risk sites are present within the Project Study Area, but are not intersected by the LOD; therefore, sites would not be disturbed by construction or operation.

\*\*High Risk impacts at this location would only occur with selection of the Industrial Site Terminal Option.

Source: AECOM, 2019

**Table 12: High and Moderate HAZMAT Impacts by Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
High (Minority and/or Low-Income)	2	2	2	1	1	1	2	0	0
High (Total)	2	2	2	1	1	1	2	0	0
Moderate (Minority and/or Low-Income)	10	10	11	10	10	11	3	7	10
Moderate (Total)	10	10	12	10	10	12	3	7	10

Source: AECOM, 2019

### Aesthetic and Scenic Resources

Visual impacts as a result of construction and operation would occur throughout the entirety of the LOD and across all Build Alternatives. Visual impacts due to lighting, visual nuisances due to construction equipment, vehicles and structures would be temporary and minimized mitigation measures described in **Section 3.10.6.2, Aesthetic and Scenic Resources, Mitigation Measures. Table 13** through **Table 15** show number of temporary construction site acreage would in minority and/or low-income block groups and total temporary construction site acreage. Temporary construction sites would occur in identified minority and/or low-income communities of downtown Dallas and the Houston Terminal Station Option area. Additionally, no MOWs would be constructed within a mile of identified minority and/or low-income communities. **Table 16** shows potential visual and aesthetic impacts at identified minority and/or low-income communities.

**Table 13: Temporary Construction Sites and MOW by County**

County	Temporary Construction Sites (Minority and/or low-income)	Temporary Construction Sites (Total)	MOW/TMF (Minority and/or low-income)	MOW/TMF (Total)
Dallas	9	9	1	1
Ellis	11	11	2	2
Navarro	0	8	0	0
Freestone	1	4	0	2
Limestone	0	0	0	0
Leon	4	7	1	2
Madison	0	2	0	0
Grimes	2	5	0	1
Waller	0	0	0	1
Harris	9	12	1	2
<b>Total</b>	<b>44*</b>	<b>58*</b>	<b>5</b>	<b>10</b>

\*Some temporary construction sites are double counted as some sites are duplicated for multiple segments.

Source: AECOM, 2019

**Table 14: Temporary Construction Sites and MOW by Segment**

Segment	Temporary Construction Sites (Minority and/or low-income Acreage)	Temporary Construction Sites (Total Acreage)	MOW/TMF (Minority and/or low-income)	MOW/TMF (Total)
Segment 1	285	285	1	1
Segment 2A	189	189	1	1
Segment 2B	200	200	1	1
Segment 3A	155	155	0	0
Segment 3B	179	170	0	0
Segment 3C	467	490	1	2
Segment 4	17	536	0	2
Segment 5	189	810	1	3
Industrial Site Terminal	7	7	0	0
Northwest Mall Terminal	58	58	0	0
Northwest Transit Center Terminal	16	16	0	0
<b>Total</b>	<b>1,752**</b>	<b>2,916**</b>	<b>5</b>	<b>10</b>

\*\*Some temporary construction sites are double counted as some sites are duplicated for multiple segments.

Source: AECOM, 2019

**Table 15: Temporary Construction Sites and MOW by Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Temporary Construction Sites (Minority and/or low-income)	835	859	1,130	846	870	1,141	7	58	16
Temporary Construction Sites (Total)	1,975	1,990	1,774	1,986	2,001	1,785	7	58	16
MOW/TMF (Minority and/or low-income)	3	3	4	3	3	4	0	0	0
MOW/TMF (Total)	7	7	7	7	7	7	0	0	0

Source: AECOM, 2019

**Table 16: Aesthetic and Visual Impact by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	LU#/KVP#*	Aesthetic and Visual Impact
<b>Dallas County</b>				
Downtown Dallas	1	Minority/Low-Income	2/4	Yes
Le May and Le Forge	1	Minority/Low-Income	3/--	No
Hash Road and Nail Drive	1	Low-Income	4/--	Yes
<b>Waller County</b>				
Plantation Forest Neighborhood	5	Minority	9/24	Yes
<b>Harris County</b>				
Houston Terminal Station Option Area <i>(Including Spring Branch Super Neighborhood)</i>	5	Minority/Low-Income	12 and 13/32 and 39	Yes

\*Landscape Unit/Key View Point; from Section 3.10, Aesthetic and Scenic Resources.

Source: AECOM, 2019

## Transportation

The HSR System minimizes roadway impacts using viaduct, road over rail, road under rail, relocation, rerouting, and road adjustment. **Tables 17 through 19** show roadway modifications across all Build Alternatives, and roadway modifications in minority and/or low-income block groups by county, segment, and Build Alternative. Additionally, **Table 20** shows roadway and public transportation impacts within the identified minority and/or low-income communities, and **Table 21** shows the specific roadways impacted with the type of roadway modification required by the Build Alternatives.

**Tables 22 through 25** show roadway modifications in minority and/or low-income block groups at station locations, these modifications would differ in that they would not be related to the HSR system track but related to accommodating increased traffic as result of the Build Alternatives Terminal Station Options.

**Table 17: Roadway Modifications by County**

County	All Modifications # (Minority and/or low-income block groups)	All Modifications # (Total)
Dallas	10	10
Ellis	24	25
Navarro	26	38
Freestone	1	33
Limestone	0	15
Leon	21	33
Madison	0	19
Grimes	15	23
Waller	3	8
Harris	2	12
<b>Total</b>	<b>102</b>	<b>216</b>

Source: AECOM, 2019



**Table 18: Roadway Modifications by Segment**

County	All Modifications # (Minority and/or low-income block groups)	All Modifications # (Total)
Segment 1	10	10
Segment 2A	7	8
Segment 2B	16	16
Segment 3A	9	9
Segment 3B	14	21
Segment 3C	13	42
Segment 4	14	68
Segment 5	19	42
Industrial Site Terminal	20	20
Northwest Mall Terminal	20	20
Northwest Transit Center Terminal	21	21
<b>Total</b>	162	276

Source: AECOM, 2019

**Table 19: Summary of Transportation Impacts**

Resource	Build Alternative					
	A	B	C	D	E	F
Roads Permanently Impacted (all modifications) in minority and/or low-income block groups	48	53	43	55	60	50
Roads Permanently Impacted (all modifications)	138	150	102	145	158	110
Transit Services	All alternatives would have the same impacts on transit services. All alternatives could increase ridership on local transit systems, particularly in Dallas or where local rail connections would be most accessible from the station.					
Rail Facilities and Operations	There would be no permanent or long-term operational impacts associated with any of rail crossings as the Build Alternative would be fully grade separated.					
On-Road Pedestrian & Bicycle Facilities	None of the segments would permanently impact on-road pedestrian or bicycle facilities.					
Impacts to airports	0	1	0	0	1	0

Source: AECOM, 2019

**Table 20: Transportation Impact by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	Roadway Impacts*	Public Transportation*
<b>Dallas County</b>				
Downtown Dallas	1	Minority/Low-Income	No	No
Le May and Le Forge	1	Minority/Low-Income	No	No
Hash Road and Nail Drive	1	Low-Income	No	No
<b>Waller County</b>				
Plantation Forest Neighborhood	5	Minority	No	No
<b>Harris County</b>				
Houston Terminal Station Options	5	Minority/Low-Income	No	No

\*No impact would be anticipated with mitigation measures described in Section 3.18.5.3.7, Environmental Justice, Transportation.

Source: AECOM, 2019

**Table 21: Roadways Impacted in Minority and/or Low-Income Block Groups**

Roadway Name	Roadway Modification	Segment
<b>Dallas County</b>		
Hotel Street	Reroute/Road Under Rail	1
Bulova Street	Reroute/Road Under Rail	1
Cotton Lane	Reroute/Road Under Rail	1
Le May Avenue/ Le Forge Avenue	Road Adjustment	1
Cleveland Road	Reroute and Road Under Rail	1
Private Drive	Reroute	1
Cornell Road	Reroute	1
Watermill Road	Reroute	1
Hash Road	Road Over Rail	1
Raintree Drive	Road Adjustment	1
<b>Ellis County</b>		
Private Road	Closure	2A
Private Road	Closure	2A
Ewing Road	Reroute	2A
Private Road	Closure	2A
FM 984	Reroute/Road Over Rail	2A
Private Road	Closure	2B
Private Road	Closure	2B
Ewing Road	Reroute	2B
Private Road	Closure	2B
Private Road	Closure	2B
Private Road	Closure	2B
Private Road	Closure	2B
Epps Road	Reroute	2B
Private Road	Closure	2B
Wilson Road	Road Over Rail	2B
Private Driveway	Reroute	2B
Private Driveway	Reroute	2B
FM 984	Reroute and Road Over Rail	2B
Davis Road (Private)	Closure	3A
<b>Navarro County</b>		
County Road 1320	Reroute	3A
County Road 1300	Road Over Rail	3A
County Road 2080	Road Over Rail	3A
FM 1126	Road Over Rail	3A
Private Drive	Closure	3A
FM 709	Reroute/Road Over Rail	3A
County Road 40	Road Over Rail	3A
County Road 2190	Reroute	3A
Private Rd	Reroute	3B
Private Rd	Closure	3B
Private Rd	Closure	3B
County Road 4777	Road over Rail	3B
County Rd 1220	Road over Rail	3B
FM 744	Road over Rail	3B
Shumard Oak Ln	Reroute	3B
County Rd 1160	Reroute	3B
County Rd 2050	Reroute/ Road over Rail	3B
County Road 1090	Reroute	3B
Red Oak Lane	Reroute	3B
Private Road	Reroute	3B
County Road 2110	Road over Rail	3B
County Rd 2190	Reroute	3B

**Table 21: Roadways Impacted in Minority and/or Low-Income Block Groups**

Roadway Name	Roadway Modification	Segment
County Road 40	Reroute	3C
County Road 2344	Reroute	3C
County Road 2348	Reroute	3C
County Road 2380	Road over Rail	3C
County Road 1320	Reroute	3C
County Road 1300	Road over Rail	3C
County Road 2080	Road over Rail	3C
FM 1126	Reroute/Road under Rail	3C
FM 709	Reroute/Road over Rail	3C
<b>Freestone County</b>		
County Road 660	Road Over Rail	3C
<b>Leon County</b>		
IH-45 Frontage	Relocation	3C
IH-45 Frontage	Relocation	3C
County Road 314	Road Over Rail	3C
County Road 477	Reroute	3C
IH-45	Relocation	3C
FM 977	Road Over Rail	3C
IH-45	Relocation	3C
CR 400	Road Over Rail	3C
Private Road	Closure	4
Private Road	Closure	4
Private Road	Closure	4
Private Road	Closure	4
Private Road	Closure	4
FM 1512	Road Under Rail	4
Private Road	Closure	4
Private Road	Reroute	4
County Road 344/347	Reroute	4
County Road 308	Reroute	4
Private Road	Closure	4
Private Road	Closure	4
<b>Grimes County</b>		
Private Road	Closure	4
High Star Lane	Reroute	5
Luthe Road	Reroute	5
Private Road	Closure	5
County Rd 279	Reroute	5
County Rd 226	Road over Rail	5
Private Road	Closure	5
Private Road	Closure	5
County Road 220	Reroute	5
FM 149	Road over Rail	5
Private Road	Closure	5
FM 1774	Road over Rail	5
Rolling Hills Road	Reroute	5
Lizard Drive (Chisum Trail)	Reroute	5
Private Road	Closure	5
<b>Waller County</b>		
Foxwood Drive	Road Adjustment	5
Unnamed residential farm road	Reroute	5
Bowler Road	Road under Rail	5

**Table 21: Roadways Impacted in Minority and/or Low-Income Block Groups**

Roadway Name	Roadway Modification	Segment
<b>Harris County</b>		
Taylor/Wright Road	Reroute	5
Perimeter Park Drive	Reroute	5

Source: AECOM, 2019

**Table 22: Dallas Terminal Intersection Design Modifications**

Intersection	Improvement
Riverfront Boulevard/Commerce Street	<ul style="list-style-type: none"> <li>• Add right-turn bay to northbound approach to provide dual-right turn bays.</li> </ul>
Riverfront Boulevard/Cadiz Street	<ul style="list-style-type: none"> <li>• Add additional northbound left turn bay to provide dual left-turns</li> <li>• Construct left turn bay in the southbound approach and convert the existing left turn lane to a second right turn lane</li> <li>• Provide a right turn arrow signal to allow the southbound right turns overlap with the southeast bound left turn</li> </ul>
Cadiz Street/Lamar Street	<ul style="list-style-type: none"> <li>• Add a right-turn bay to southwest bound approach and convert the shared through-right to a through-only lane</li> <li>• Add a right turn bay to southeast bound approach</li> </ul>
Hotel St/Memorial Dr (unsignalized)	<ul style="list-style-type: none"> <li>• Convert the intersection for all-way stop to stop controlled on the northbound and southbound approaches (along Memorial Dr), and free movement on the eastbound and westbound approaches (along Hotel St)</li> </ul>
Canton St/Griffin St	<ul style="list-style-type: none"> <li>• Adjust the signal timing to provide protected-permissive left turn on the westbound approach, as opposed to just permissive</li> </ul>
Canton Street/Akard Street	<ul style="list-style-type: none"> <li>• Add a protected left phase and signal head for northwest bound approach.</li> </ul>
Belleview Street/Akard Street	<ul style="list-style-type: none"> <li>• Convert the lane configuration in the northeast bound approach to one exclusive left turn lane and one shared through/right turn lane</li> <li>• Adjust signal timing to provide a protected-permissive left turn phase for the southeast bound approach</li> </ul>
Lamar St/Belleview St	<ul style="list-style-type: none"> <li>• Provide stop control on both approaches of Akard Street to make the intersection four-way stop-controlled</li> </ul>
Corinth St/Riverfront Blvd	<ul style="list-style-type: none"> <li>• Add a right turn bay to the northbound approach and convert the shared through/right to a through only lane</li> <li>• Add a right turn bay to the northwest bound approach and convert the single lane for all movements to a shared through/left lane</li> </ul>

Source: AECOM, 2019

**Table 23: Northwest Mall Terminal Intersection Design Modifications**

Intersection	Improvement
Mangum Rd/Dacoma St	<ul style="list-style-type: none"> <li>• Add one right turn bay to northbound approach and convert the shared through/right to a through-only lane</li> <li>• Convert the left turn movement of all approaches from protected to protected-permissive</li> </ul>
SBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the northeast bound approach</li> </ul>
NBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the southwest bound approach</li> <li>• Convert the northwest bound approach through-only lane to a shared through/left turn lane</li> </ul>
WBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the westbound shared through/left turn lane to a through-only</li> </ul>
EBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only</li> </ul>
EBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only</li> </ul>
Long Point Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>• Prohibit left-turns for southeast bound approach</li> </ul>
18th St/Hempstead Rd (unsignalized)	<ul style="list-style-type: none"> <li>• Install a traffic signal with 120 cycle length</li> </ul>

<b>Table 23: Northwest Mall Terminal Intersection Design Modifications</b>	
<b>Intersection</b>	<b>Improvement</b>
	<ul style="list-style-type: none"> <li>• Give the southeast bound left turn a protected phase</li> </ul>
SBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Convert the eastbound approach shared through/right turn lane to a through-only lane and add two right-turn bays</li> <li>• Convert the southbound approach shared through/left turn lane to a through-only lane</li> </ul>
NBFR IH-610/18th St	<ul style="list-style-type: none"> <li>• Add one through lane to westbound approach</li> </ul>
Post Oak Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one left-turn bay to northwest bound approach</li> <li>• Convert the southwest bound approach center left/through lane to a through-only lane</li> <li>• Add one right-turn and one left turn bay to northeast bound approach and convert the shared through/left to a through-only lane</li> <li>• Convert the left turn phases on the northeast and southwest bound approaches from split to protected.</li> <li>• Convert the left turn phase of the southwest bound approach from protected to protected-permissive</li> <li>• Add a right turn bay to the southeast bound approach to provide dual right turns</li> </ul>
SBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Add one through lane to southeast bound approach to provide three through lanes</li> </ul>
NBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>• Convert northwest bound approach right-turn lane to a shared through/right-turn lane</li> </ul>
Post Oak Rd/Westview Dr	<ul style="list-style-type: none"> <li>• Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>• Convert the left turn phase on the northbound approach to protected-permissive</li> </ul>
Post Oak Rd/Old Katy Rd	<ul style="list-style-type: none"> <li>• Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>• Add a right turn bay to the eastbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>• Provide a right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> </ul>
SBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>• Add one through lane to the eastbound approach</li> </ul>
NBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>• Add one through lane to the eastbound approach</li> </ul>
WBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>• Convert the northbound approach center lane from a shared through/left-turn lane to a through-only lane</li> <li>• Convert the southbound approach to two through lanes and one right- only lane</li> </ul>
EBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>• Convert the eastbound approach shared through/left to a through-only lane</li> <li>• Convert the northbound approach shared through-right to a right-turn only</li> </ul>
WBFR IH-10/Antoine Dr	<ul style="list-style-type: none"> <li>• Convert the westbound approach shared through/left to a through-only lane</li> <li>• Convert the southbound approach shared through/right to a right-only lane</li> <li>• Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

<b>Table 24: Industrial Site Intersection Design Modifications</b>	
<b>Intersection</b>	<b>Improvement</b>
Mangum Rd/Dacoma St	<ul style="list-style-type: none"> <li>• Add one right-turn bay to northbound approach and convert the shared through/right lane to a through-only lane</li> <li>• Convert the left turn movement of all approaches from protected to protected-permissive</li> </ul>
SBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the northeast bound approach</li> </ul>
NBFR US 290/Dacoma St	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the southwest bound approach</li> <li>• Convert the through-only lane to a shared through/left turn lane in the northwest bound approach</li> </ul>
WBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>• Convert the westbound shared through/left turn lane to a through-only lane</li> </ul>

**Table 24: Industrial Site Intersection Design Modifications**

<b>Intersection</b>	<b>Improvement</b>
EBFR IH-610/TC Jester Blvd	<ul style="list-style-type: none"> <li>Convert the eastbound shared through/left turn lane to a through-only lane</li> </ul>
EBFR IH-610/E TC Jester Blvd	<ul style="list-style-type: none"> <li>Convert the eastbound shared through/left turn lane to a through-only lane</li> </ul>
Long Point Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Prohibit left-turns for southeast bound approach</li> <li>Provide a right turn arrow signal to allow the northeast bound right turns overlap with the northwest bound left turn</li> </ul>
18th St/Hempstead Rd (unsignalized)	<ul style="list-style-type: none"> <li>Install traffic signal with 120 cycle length</li> <li>Give the southeast bound left turn a protected phase</li> </ul>
Mangum Rd/18th St	<ul style="list-style-type: none"> <li>Add additional lane for through movements in the westbound approach and convert right-turn lane to a storage bay for right turns</li> <li>Convert the left turn movements of the eastbound, southbound and westbound approaches from protected to protected-permissive</li> <li>Convert the northbound approach to one shared through/left turn lane, one through-only lane and one right-only lane.</li> </ul>
SBFR IH-610/18th St	<ul style="list-style-type: none"> <li>Convert the shared through/right turn lane to through only and add two right-turn bays to eastbound approach</li> <li>Convert the shared through/left turn lane in the southbound approach to a through-only lane</li> </ul>
NBFR IH-610/18th St	<ul style="list-style-type: none"> <li>Add one through lane to westbound approach</li> </ul>
Mangum Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Provide a right turn arrow signal to allow the northwest bound right turns overlap with the southbound left turn</li> </ul>
Post Oak Rd/Hempstead Rd	<ul style="list-style-type: none"> <li>Add one left-turn bay to northwest bound approach</li> <li>Convert southwest bound approach center left/through lane to a through- only lane</li> <li>Add one right-turn bay to northeast bound approach and convert the approach lane configuration to dual lefts, one through/right and one right-turn lane</li> <li>Convert the left turn phase on the southwest bound approach from split to protected-permissive</li> <li>Convert the left turn phase on the northeast bound approach from split to protected</li> </ul>
SBFR IH-610/Hempstead Rd	<ul style="list-style-type: none"> <li>Add one through lane to southeast bound approach to provide three through lanes</li> </ul>
Post Oak Rd/Westview Dr	<ul style="list-style-type: none"> <li>Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>Add one left turn bay to the northbound approach to provide dual left turn bays</li> </ul>
Post Oak Rd/Old Katy Rd	<ul style="list-style-type: none"> <li>Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>Add a right-turn bay to the eastbound approach and convert the shared through/right turn lane to through-only lane</li> <li>Provide right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> <li>Add one right-turn bay to the southbound</li> </ul>
SBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>Add one through lane to the eastbound approach</li> <li>Convert the southbound through only lane to a shared through/right turn lane</li> </ul>
NBFR IH-610/Old Katy Rd	<ul style="list-style-type: none"> <li>Add one through lane to the eastbound approach</li> </ul>
WBFR IH-10/Silber Rd	<ul style="list-style-type: none"> <li>Convert the northbound approach center lane from a shared through/left-turn lane to a through-only lane</li> <li>Convert the southbound shared through/right to a right-only lane</li> </ul>
WBFR IH-10/Antoine Dr	<ul style="list-style-type: none"> <li>Convert the westbound approach shared through/left lane to a through-only lane</li> <li>Convert the southbound approach shared through/right lane to right-only lane</li> <li>Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

**Table 25: Northwest Transit Center Terminal Intersection Design Modifications**

Intersection	Improvement
Mangum Road/Dacoma Street	<ul style="list-style-type: none"> <li>• Add one right-turn bay to northbound approach and convert the shared through/right to a through-only lane</li> <li>• Convert the left turn movement of all approaches from protected to protected-permissive</li> </ul>
Dacoma Street/US 290 SBFR	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the northeast bound approach</li> </ul>
Dacoma Street/US 290 NBFR	<ul style="list-style-type: none"> <li>• Add a right-turn bay to the southwest bound approach and convert the shared through/right to a through-only lane</li> <li>• Convert the northwest bound center lane from through-only to a shared through/left lane</li> </ul>
TC Jester Blvd/I-610 WB FR	<ul style="list-style-type: none"> <li>• Convert the westbound shared through/left to a through-only lane</li> <li>• Add a right turn bay to the southeast bound approach and convert the shared through/right to a through-only lane</li> </ul>
TC Jester Blvd/I-610 EB FR	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left to a through-only lane</li> <li>• Add a right turn bay to the northwest bound approach and convert the shared through/right to a through-only lane</li> </ul>
E TC Jester Blvd/I-610 EB FR	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/left turn lane to a through-only lane</li> <li>• Add a right turn bay to the northwest bound approach and convert the shared through/right to a through-only lane</li> </ul>
E TC Jester Blvd/I-610 WB FR	<ul style="list-style-type: none"> <li>• Convert the shared through/right in the southeast bound approach to right-only lane</li> </ul>
Hempstead Road/Long Point Road	<ul style="list-style-type: none"> <li>• Prohibit left-turns for southeast bound approach</li> </ul>
W 18th Street/Hempstead Road	<ul style="list-style-type: none"> <li>• Install a traffic signal with 120 cycle length</li> <li>• Give the southeast bound left turn a protected phase</li> </ul>
Mangum Road/18th Street	<ul style="list-style-type: none"> <li>• Add an additional through lane to the westbound approach</li> <li>• Convert all left turn phases from protected to protected-permissive</li> </ul>
W 18th Street/IH-610 SBFR	<ul style="list-style-type: none"> <li>• Convert the eastbound shared through/right to through only and add one right turn bay</li> <li>• Convert the southbound shared through/left turn lane to a through-only lane</li> </ul>
W 18th Street/IH-610 NBFR	<ul style="list-style-type: none"> <li>• Add one through lane to westbound approach</li> </ul>
Post Oak Road/ Hempstead Road	<ul style="list-style-type: none"> <li>• Add one left-turn bay to northeast bound approach and convert the approach lane configuration to dual left turns, one through movement and one right turn</li> <li>• Convert the southwest bound approach center shared through/left to a through-only lane</li> <li>• Add a right turn bay to the eastbound approach to provide dual right turns</li> </ul>
Hempstead Road/IH-610 SBFR	<ul style="list-style-type: none"> <li>• Add one through lane to the southeast bound approach to provide three through lanes</li> </ul>
Hempstead Road/IH-610 NBFR	<ul style="list-style-type: none"> <li>• Convert the northwest bound approach right-turn lane to a shared through/right-turn lane</li> </ul>
Post Oak Road/ Westview Drive	<ul style="list-style-type: none"> <li>• Add one right-turn bay to southbound approach and convert the shared through/right turn lane to a through-only lane</li> <li>• Convert the left turn phase on the northbound approach to protected-permissive</li> </ul>
Post Oak Road/Old Katy Road	<ul style="list-style-type: none"> <li>• Provide a right turn arrow signal for the westbound approach to overlap with the southbound left turn</li> <li>• Add A right-turn bay to the eastbound approach and convert the shared through/right to a through-only lane</li> <li>• Provide a right turn arrow signal for southbound approach to overlap with the eastbound left turn</li> </ul>
Old Katy Road/IH-610 NBFR	<ul style="list-style-type: none"> <li>• Convert the right-only lane to a shared through/right turn lane in the westbound approach</li> <li>• Convert the lane configuration in the northbound approach to dual left turn lanes and one shared through/right turn lane</li> </ul>
Silber Road/IH-10 WBFR	<ul style="list-style-type: none"> <li>• Convert the lane configuration in the southbound approach to two through lanes and one right-only lane</li> </ul>

**Table 25: Northwest Transit Center Terminal Intersection Design Modifications**

Intersection	Improvement
Silber Road/IH-10 EBFR	<ul style="list-style-type: none"> <li>Convert the eastbound approach shared through/left to a through-only lane</li> <li>Convert the northbound approach shared through/right to a right-turn only lane</li> </ul>
Antoine Drive/IH-10 WBFR	<ul style="list-style-type: none"> <li>Convert the westbound approach shared through/left lane to a through-only lane</li> <li>Add a right turn bay to the westbound approach to provide dual right turns</li> </ul>

Source: AECOM, 2019

## Displacements, Acquisitions and Relocations

This section provides information on displacements throughout the Build Alternatives, by segment, county, Build Alternative. **Table 22** details primary structures (residences, commercial, and community facilities) that are located within, and in proximity to, the LOD based criteria identified in **Section 3.13.3.3.4, Land Use, Structure Displacement and Land Acquisition.**

For the **Section 3.18, Environmental Justice** analysis, structures within minority and/or low-income block groups were identified and compared to the total structures displaced. Additionally, **Table 27** shows displacement and acquisition impacts within the identified minority and/or low-income communities. Displacement and acquisition would occur in all identified minority and/or low-income communities; additional detail is presented in **Section 3.18.5.3.8, Displacements, Acquisitions and Relocations, Section 3.18.5.3.9, Community Cohesion** and specific mitigation measures are outlined in **Section 3.18.6.2, Mitigation Measures.** Details regarding the determination of displacements can be found in **Section 3.13, Land Use. Appendix E, Land Use Technical Memorandum.**

**Table 22: Primary Structure Displacements within LOD and Within 50' of the LOD**

County/ Segment	Residential (within minority and/or low- income block groups)	Residential (Total)	Commercial (within minority and/or low- income block groups)	Commercial (Total)	Community Facilities (within minority and/or low-income block groups)	Community Facilities (Total)
<b>Dallas</b>						
Segment 1	42	42	14	14	--	--
<b>Ellis</b>						
Segment 1	0	7	--	--	--	--
Segment 2A	7	11	--	--	--	--
Segment 2B	19	25	--	--	--	--
Segment 3A	0	0	--	--	--	--
Segment 3B	0	0	--	--	--	--
Segment 3C	0	0	--	--	--	--
<b>Navarro</b>						
Segment 3A	0	11	--	--	--	--
Segment 3B	10	31	--	--	--	--
Segment 3C	0	16	--	--	--	--
<b>Freestone</b>						
Segment 3A	--	--	--	--	--	--
Segment 3B	--	--	--	--	--	--
Segment 3C	0	6	2	12	0	1
Segment 4	0	3	--	--	--	--
<b>Limestone</b>						
Segment 4	0	3	--	--	--	--



**Table 22: Primary Structure Displacements within LOD and Within 50' of the LOD**

County/ Segment	Residential (within minority and/or low- income block groups)	Residential (Total)	Commercial (within minority and/or low- income block groups)	Commercial (Total)	Community Facilities (within minority and/or low-income block groups)	Community Facilities (Total)
<b>Leon</b>						
Segment 3C	13	17	5	11	--	1
Segment 4	9	10	--	--	--	--
<b>Madison</b>						
Segment 3C	0	7	--	--	--	--
Segment 4	0	15	--	--	0	1
<b>Grimes</b>						
Segment 3C	--	--	--	--	--	--
Segment 4	--	--	--	--	--	--
Segment 5	14	32	0	1	--	--
<b>Waller</b>						
Segment 5	6	26	--	--	--	--
<b>Harris</b>						
Segment 5	2	75	17	27	--	1
<b>Houston Terminal Station Options</b>						
Industrial Site	--	0	7	14	--	--
Northwest Mall	--	--	22	22	--	--
Northwest Transit Center	--	1	7	15	1	1
<b>Total</b>	122	388	57	116	1	5

Source: AECOM, 2019

**Table 23: Displaced Structures within minority and/or low-income Communities by Build Alternative**

Resource	Build Alternative						Houston Terminal Options		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Residential (within minority and/or low- income block groups)	80	90	84	92	102	96	0	0	0
Commercial (within minority and/or low- income block groups)	31	31	39	31	31	39	7	22	7
Community Facilities (within minority and/or low-income block groups)	0	0	0	0	0	0	0	0	1
<b>Total</b>	111	121	123	123	133	135	7	22	8
Residential (Total)	235	255	239	249	269	253	0	0	0
Commercial (Total)	42	42	65	42	42	65	14	22	15
Community Facilities (Total)	2	2	3	2	2	3	0	0	1
<b>Total</b>	279	299	307	293	313	321	14	22	16

Source: AECOM, 2019

**Table 24: Estimated Parcel Acquisition by County**

Segment	Temporary Parcels (minority and/or low-income block groups)*	Temporary Parcels (Total)*	Permanent Parcels (minority and/or low-income block groups)*	Permanent Parcels (Total)*
Dallas	26	26	206	210
Ellis	33	40	295	266
Navarro	48	49	448	509
Freestone	7	41	72	362
Limestone	1	5	20	60
Leon	14	21	148	269
Madison	0	18	0	158
Grimes	15	27	286	404
Waller	3	4	67	93
Harris	124	136	303	459
<b>Total</b>	<b>271</b>	<b>367</b>	<b>1,845</b>	<b>2,857</b>

\*Counts include acquisitions which may permanently acquire or temporarily acquire only a portion of a parcel.

Source: AECOM, 2019

**Table 25: Estimated Parcel Acquisition by Segment**

Segment	Temporary Parcels (Minority and/or low-income block groups)*	Temporary Parcels (Total)*	Permanent Parcels (Minority and/or low-income block groups)*	Permanent Parcels (Total)*
Segment 1	27	27	221	225
Segment 2A	15	19	122	138
Segment 2B	16	19	149	171
Segment 3A	12	12	139	144
Segment 3B	19	20	176	227
Segment 3C	30	51	314	610
Segment 4	10	52	88	408
Segment 5	138	163	528	826
Industrial Site Terminal	3	3	25	25
Northwest Mall Terminal	1	1	40	40
Northwest Transit Center Terminal	0	0	43	43
<b>Total</b>	<b>271</b>	<b>367</b>	<b>1,845</b>	<b>2,857</b>

\*Counts include acquisitions which may permanently acquire or temporarily acquire only a portion of a parcel.

Source: AECOM, 2019

**Table 26: Estimated Parcel Acquisition by Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Temporary Parcels (Minority and/or low-income)*	202	209	210	203	210	211	3	1	0
Temporary Parcels (Total)*	272	277	259	271	276	258	3	1	0

**Table 26: Estimated Parcel Acquisition by Build Alternative**

Permanent Parcels (Minority and/or low- income)*	1,098	1,135	1,125	1,125	1,162	1,212	25	40	43
Permanent Parcels (Total)*	1,731	1,814	1,789	1,764	1,847	1,822	25	40	43

\*Counts include acquisitions which may permanently acquire or temporarily acquire only a portion of a parcel.

Source: AECOM, 2019

**Table 27: Displacement and Acquisition Impacts by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	Displacement Impacts	Parcel Acquisition
<b>Dallas County</b>				
Downtown Dallas	1	Minority/Low-Income	Yes	Yes
Le May and Le Forge	1	Minority/Low-Income	Yes	Yes
Hash Road and Nail Drive	1	Low-Income	Yes	Yes
<b>Waller County</b>				
Plantation Forest Neighborhood	5	Minority	Yes	Yes
<b>Harris County</b>				
Houston Terminal Station Options	5	Minority/Low-Income	Yes	Yes

Source: AECOM, 2019

## Community Cohesion

**Table 28** shows identified communities identified in **Section 3.14.4.1.1, Socioeconomic and Community Facilities, Community Character** and **Section 3.18.4, Environmental Justice, Affected Environment**. Impacts to community cohesion could occur from bisecting communities with transportation infrastructure creating spatial barriers, through displacement or isolation of residents from social or commercial resources.

**Table 28: Impacted Neighborhoods by Segment**

Community Name	Segment	Minority and/or Low-Income Community	Community Cohesion Impacts
<b>Dallas County</b>			
Downtown Dallas	1	Minority/Low-Income	No
Le May and Le Forge	1	Minority/Low-Income	Yes
Hash Road and Nail Drive	1	Low-Income	Yes
<b>Waller County</b>			
Saddle Creek Forest Development*	5	No	No
Plantation Forest Neighborhood*	5	Minority	Yes
Joseph Road and Hegar Road	5	No	No
<b>Harris County</b>			
White Oak Falls Neighborhood	5	No	Yes
Houston Terminal Station Options	5	Minority/Low-Income	No

\*Between publication of the Draft EIS and the Final EIS, demographic changes in US Census ACS 2014 to 2017 block groups data resulted in Saddle Creek Forest Neighborhood and Plantation Forest Development being located in an minority and/or low-income identified block group. A large portion of Saddle Creek Forest is located outside of the minority and/or low-income block group, and a majority of lots in the gated community remain vacant. Therefore, it is not included as an minority and/or low-income community. All of the Plantation Forest Neighborhood would be located in an minority and/or low-income identified block group.

Source: AECOM, 2019

## Population and Employment

Effects from business displacements overall would be distributed throughout the Build Alternatives and would not be predominantly borne by minority or low-income groups. Overall, the Build Alternatives would create a beneficial impact for employment opportunities to minority and/or low-income populations.

## Community Facilities

**Table 29** through **Table 31** display community facilities impacted by the Build Alternatives by county, segment and Build Alternative by block group. **Table 32** shows impacted community facilities that are within or in proximity to identified minority and/or low-income communities. Note that for the purpose of this analysis community facilities are defined as schools, places of worship, cemeteries, and facilities owned by municipalities. Impacted community facilities include the Smith Family Farm (Segment 1), Honey Springs Cemetery (Segment 1), Mount Zion Missionary Baptist Church (Segment 4), Hopewell Church (Segment 4), Union Church (Segment 4), Ten Mile Cemetery (Segment 4), the Connection School of Houston (Segment 4), Awty School (Northwest Transit Center).

For the purpose of the displacement/acquisition analysis in Section 3.13 Land Use, the community facilities category includes schools and places of worship and the cultural/civic category includes cemeteries and facilities owned by municipalities based on available GIS data.

County	Impacted Community Facilities (Minority and/or Low-Income Block Groups)	Impacted Community Facilities (Total)
Dallas	2	2
Ellis	0	0
Navarro	0	0
Freestone	0	1
Limestone	0	0
Leon	1	1
Madison	0	2
Grimes	0	0
Waller	0	0
Harris	1	2
<b>Total</b>	<b>4</b>	<b>8</b>

Source: AECOM, 2019

Segment	Impacted Community Facilities (Minority and/or Low-Income Block Groups)	Impacted Community Facilities (Total)
Segment 1	2	2
Segment 2A	0	0
Segment 2B	0	0
Segment 3A	0	0
Segment 3B	0	0
Segment 3C	1	1
Segment 4	0	3
Segment 5	0	1
Industrial Site Terminal	0	0
Northwest Mall Terminal	0	0
Northwest Transit Center Terminal	1	1
<b>Total</b>	<b>4</b>	<b>8</b>

Source: AECOM, 2019

**Table 31: Community Facility Impacts in Minority and/or Low-Income Communities By Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Community Facilities (Minority and/or low-income block groups)	2	2	3	2	2	3	0	0	1
Community Facilities (Total)	6	6	6	6	6	6	0	0	1

Source: AECOM, 2019

**Table 32: Community Facilities Impacts by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	Community Facility Within or Near Minority/Low-Income Community*
<b>Dallas County</b>			
Downtown Dallas	1	Minority/Low-Income	--
Le May and Le Forge	1	Minority/Low-Income	Smith Family Cemetery
Hash Road and Nail Drive	1	Low-Income	--
<b>Waller County</b>			
Plantation Forest Neighborhood	5	Minority	--
<b>Harris County</b>			
Houston Terminal Station Options	5	Minority/Low-Income	Awty International School Early Learning Campus

\* Facilities are within the Study Area and adjacent to, or nearby, the identified minority and/or low-income communities.

Source: AECOM, 2019

## Recreational Facilities

Tables 30 through 32 show recreational facilities impacted by county, segment and Build Alternative. Bardwell Lake and Fort Boggy State Park are the main impacts located on Segment 2B and 3C, respectively. As shown in Table 36, recreational facility impacts to minority and/or low-income communities are not anticipated.

**Table 33: Recreational Facilities Impacts by County**

County	Impacted Recreational Facilities (Minority and/or low-Income)	Impacted Recreational Facilities (Total)
Dallas	0	0
Ellis	1	1
Navarro	0	0
Freestone	0	0
Limestone	0	0
Leon	1	1
Madison	0	0
Grimes	0	0
Waller	0	0
Harris	0	0
<b>Total</b>	<b>2</b>	<b>2</b>

Source: AECOM, 2019

**Table 34: Recreational Facility Impacts by Segment**

Segment	Impacted Recreational Facilities (Minority and/or low-income)	Impacted Facilities (Total)
Segment 1	0	0
Segment 2A	0	0
Segment 2B	1	1
Segment 3A	0	0
Segment 3B	0	0
Segment 3C	1	1
Segment 4	0	0
Segment 5	0	0
Industrial Site Terminal	0	0
Northwest Mall Terminal	0	0
Northwest Transit Center Terminal	0	0
<b>Total</b>	2	2

Source: AECOM, 2019

**Table 35: Recreational Facility Impacts in Minority and/or low-income Block Groups by Build Alternative**

Resource	Build Alternative						Houston Station Option		
	ALT A	ALT B	ALT C	ALT D	ALT E	ALT F	Industrial Site Terminal	Northwest Mall Terminal	Northwest Transit Center Terminal
Recreational Facilities	0	0	1	1	1	2	0	0	0
Trails	0	0	0	0	0	0	0	0	0

Source: AECOM, 2019

**Table 36: Recreational Facilities Impacts by Minority and/or Low-income Communities**

Community Name	Segment	Block Group Type	Recreational Facilities
<b>Dallas County</b>			
Downtown Dallas	1	Minority/Low-Income	--
Le May and Le Forge	1	Minority/Low-Income	--
Hash Road and Nail Drive	1	Low-Income	--
<b>Waller County</b>			
Plantation Forest Neighborhood	5	Minority	--
<b>Harris County</b>			
Houston Terminal Station Options	5	Minority/Low-Income	--

Source: AECOM, 2019

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**TECHNICAL MEMORANDUM  
CULTURAL RESOURCES**

**To:** Erin Lee, AVP, Planning & Permitting Program Manager, AECOM

**From:** Tanya McDougall, AECOM

**Date:** 1/6/2020

**RE: Dallas to Houston HSR – Cultural Resources**

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This technical memorandum includes the following sections:

- Initiated SHPO Consultation Correspondence
- Section 106 Consulting Party Correspondence
- Federally-Recognized Native American Tribes Correspondence
- Historic Resources Research Design / Archeological Resources Research Design
- Cultural Sensitive Locations Correspondence
- Cultural Context
- Historic Resources NRHP Evaluation Table
- Cultural Resources Survey Reports SHPO Concurrence





**Initiated SHPO Consultation Correspondence**





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

February 23, 2015

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
P.O. Box 12276  
Austin, TX 78711-2276

RE: Initiation of Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors.

Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process. The undertaking requires compliance with NEPA and Section 106 of the National Historic Preservation Act (NHPA), as amended.

As the lead federal agency, FRA is contacting you to initiate formal consultation with the Texas Historical Commission regarding the undertaking in accordance with 36 CFR 800 and its implementing regulations. We appreciate the information provided by your staff to date and look forward to working with you throughout the review process.

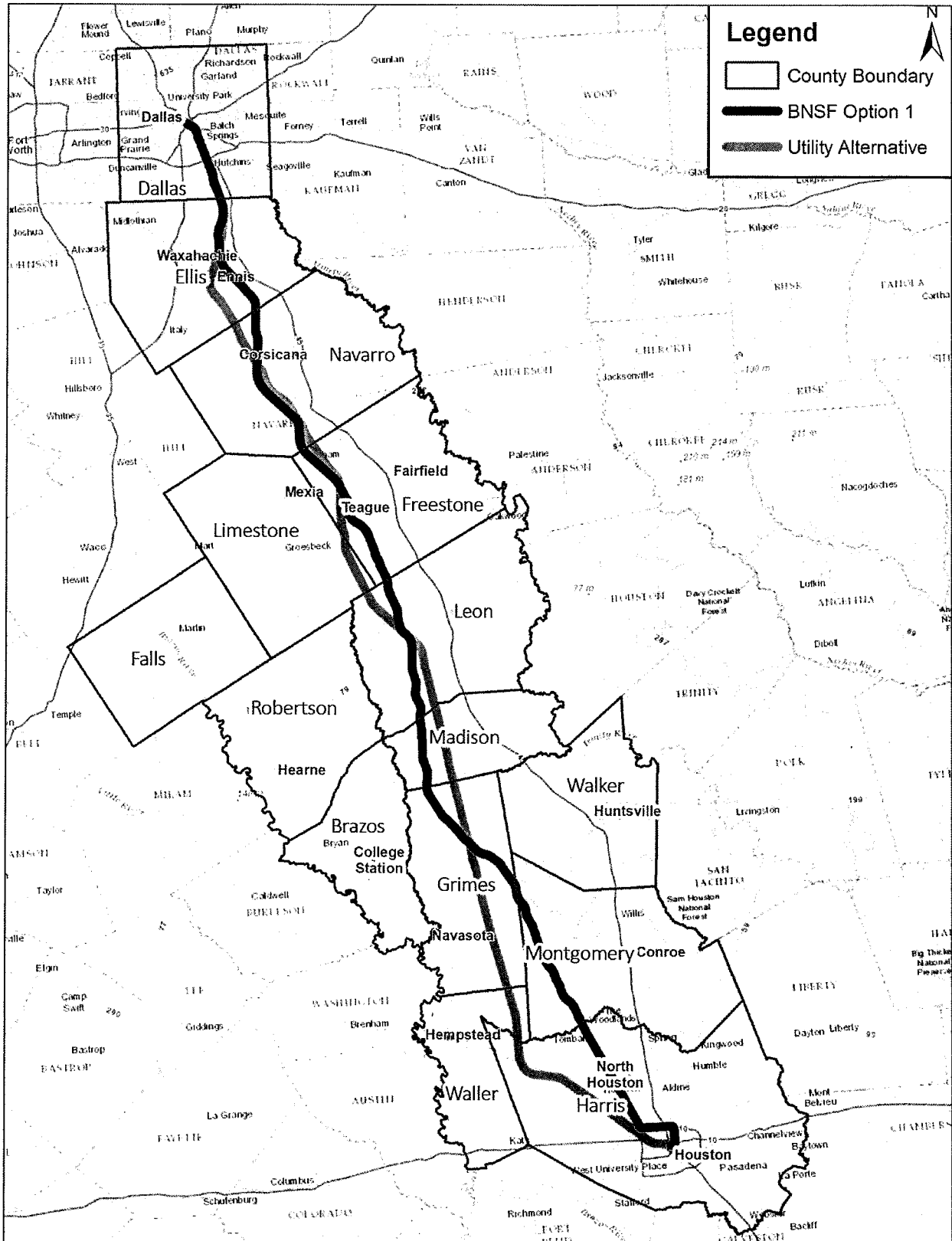
If you have any questions, Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



**Dallas to Houston High-Speed Rail Project EIS  
Alternative Corridors**



**Section 106 Consulting Party Correspondence**







U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015<sup>1</sup>

U.S. Army Corps of Engineers Galveston District  
Ms. Felicity Dodson  
2000 Fort Point Road  
Galveston, TX 77550

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Felicity Dodson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

Preservation Texas  
Mr. Evan Thompson, Executive Director  
P.O. Box 12832  
Austin, TX 78711

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Evan Thompson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

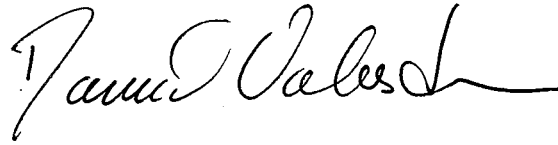
As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Ellis THC  
Ms. Sylvia Smith  
PO Box 175  
Waxahachie, TX 75165

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Sylvia Smith,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Freestone THC  
Mr. Brad Pullin  
245 FM 833 West  
Streetman, TX 75840

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Brad Pullin,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Grimes THC  
Ms. Denise Upchurch  
9927 FM 1696  
Bedias, TX 77830

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Denise Upchurch,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

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Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Harris THC  
Ms. Janet Wagner  
710 North Post Oak Road, #400  
Houston, TX 77002

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Janet Wagner,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

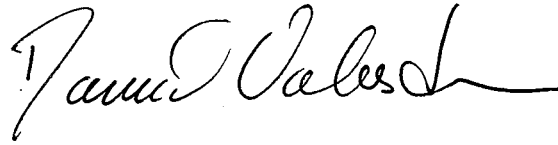
As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**  
County of Leon THC  
Ms. Charlcie Casey  
PO Box 866  
Buffalo, TX 75833

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Charlcie Casey,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Limestone THC  
Mr. William Reagan  
PO Box 860  
Groesback, TX 76642

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. William Reagan,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

We look forward to your response to our request to be a consulting party and to working with you to advance this transportation project. The favor of a reply is requested within 30 days after receipt of this letter.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Madison THC  
Ms. Bonne Hendrix  
802 S. May Street  
Madisonville, TX 77864

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Bonne Hendrix,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Madison THC  
Mr. Sonny Knight  
PO Box 925  
Madisonville, TX 77864

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Sonny Knight,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

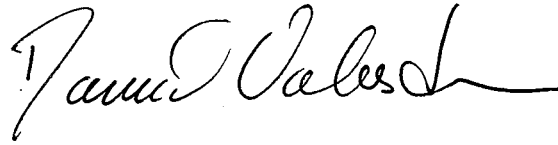
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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

County of Montgomery THC  
Mr. Larry Foerster  
414 West Phillips Suite 100  
Conroe, TX 77301

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Larry Foerster,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

A map of the alternative corridors currently under consideration is attached for your use. The environmental review process has only recently begun, and alignment alternatives have not been developed as of this writing. If you agree to participate as a consulting party, FRA will provide project information as it becomes available. In the meantime, a description of the project and maps be found at <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Navarro THC  
Mr. Bruce McManus  
3019 McKnight Lane  
Corsicana, TX 75110

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bruce McManus,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to participate in review of the undertaking as a consulting party in accordance with the Section 106 National Historic Preservation Act (36 CFR 800). A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

County of Waller THC  
Mr. Truett Bell  
PO Box 9  
Pattison, TX 77445

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Truett Bell,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

Ennis Main Street Program Manager  
Ms. Becky McCarty  
PO Box 220  
Ennis, TX 75120

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Becky McCarty,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

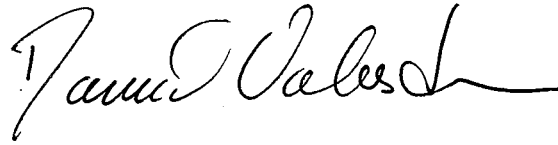
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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

City of Dallas  
Mr. Mark Doty, Historic Preservation Officer  
1500 Marilla Street, Room 5BN  
Dallas, TX 75204

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Mark Doty,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

City of Ennis

Mr. Marty Nelson, Economic Development District/CLG  
PO Box 220  
Ennis, TX 75120

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Marty Nelson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 23 2015

City of Corsicana

Ms. Sara Beth Wilson, Main Street & Tourism Director/HPO  
200 North 12th Street  
Corsicana, TX 75110

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Ms. Sara Beth Wilson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 23 2015**

U.S. Army Corps of Engineers Ft. Worth District  
Mr. Darvin Messer  
PO Box 17300  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

RE: Invitation to Participate in Consultation pursuant to Section 106 of the National  
Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail  
Project

Dear Mr. Darvin Messer,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

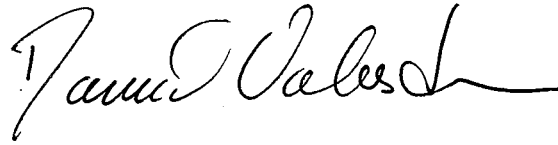
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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)  
**Date:** Monday, March 09, 2015 3:39:42 PM

---

-----Original Message-----

From: melissa.hatcher@dot.gov [<mailto:melissa.hatcher@dot.gov>]  
Sent: Monday, March 09, 2015 3:08 PM  
To: Felicity.A.Dodson@usace.army.mil  
Cc: Jerry.L.Androy@usace.army.mil; Welch, Jim  
Subject: RE: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)

Thank you Felicity. I look forward to working with you and Jerry.

Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

-----Original Message-----

From: Dodson, Felicity A SWG [<mailto:Felicity.A.Dodson@usace.army.mil>]  
Sent: Monday, March 09, 2015 4:03 PM  
To: Hatcher, Melissa (FRA)  
Cc: Androy, Jerry L SWG  
Subject: Dallas to Houston High Speed Rail Project - Section 106 Consultation (UNCLASSIFIED)

Classification: UNCLASSIFIED  
Caveats: NONE

Melissa,

Thanks for your call today, to go over the status of the Federal Railroad Administration's forecast schedule for this proposed project. As we discussed, I did receive your February 23, 2015 letter, inviting us to participate in the Section 106 Consultation. Since the Corps has agreed to participate as a cooperating agency in the preparation of an EIS for this project, we would also like to participate in the Section 106 consultation. Jerry Androy is our Regulatory Staff Archaeologist, and would be the point person for any action related to 106. I will forward him a copy of your letter. For future reference, he may be reached at 409-766-3821 or via email at [Jerry.L.Androy@usace.army.mil](mailto:Jerry.L.Androy@usace.army.mil).

Best regards,  
Felicity

Felicity A. Dodson  
Acting Central Unit Leader  
Regulatory Project Manager  
U.S. Army Corps of Engineers, Galveston District  
Phone: 409-766-3105  
Fax: 409-766-6301 or 409-766-3931  
[felicity.a.dodson@usace.army.mil](mailto:felicity.a.dodson@usace.army.mil)

Physical Address:

2000 Fort Point Road  
Galveston, TX 77550

Post Office Box:  
P.O. Box 1229  
Galveston, TX 77553-1229

Web: [www.swg.usace.army.mil/BusinessWithUs/RegulatoryBranch.aspx](http://www.swg.usace.army.mil/BusinessWithUs/RegulatoryBranch.aspx)  
Facebook: [www.facebook.com/GalvestonDistrict](http://www.facebook.com/GalvestonDistrict)  
DVIDS: [www.dvidshub.net/units/USACE-GD](http://www.dvidshub.net/units/USACE-GD)  
Twitter: [www.twitter.com/usacegalveston](http://www.twitter.com/usacegalveston)

To assist us in improving our service to you, please complete the survey found at:  
[http://corpsmapu.usace.army.mil/cm\\_apex/f?p=136:4:0](http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0)

Classification: UNCLASSIFIED  
Caveats: NONE

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**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Preservation Texas  
**Date:** Thursday, March 26, 2015 10:01:50 AM

---

-----Original Message-----

From: melissa.hatcher@dot.gov [<mailto:melissa.hatcher@dot.gov>]  
Sent: Thursday, March 26, 2015 10:00 AM  
To: Welch, Jim  
Cc: melissa.hatcher@dot.gov  
Subject: Preservation Texas

Hi Jim,

Preservation Texas called me to tell me they will be a consulting party.

Thanks,  
Melissa

Sent with Good ([www.good.com](http://www.good.com))

This e-mail and any attachments contain AECOM confidential information that may be proprietary or privileged. If you receive this message in error or are not the intended recipient, you should not retain, distribute, disclose or use any of this information and you should destroy the e-mail and any attachments or copies.



**From:** [Welch, Jim](mailto:Welch_Jim)  
**To:** [Hartsfield, Shelley](mailto:Hartsfield_Shelley)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Thursday, April 16, 2015 9:43:50 AM

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, April 16, 2015 7:35 AM  
**To:** Welch, Jim  
**Subject:** FW: Dallas to Houston High-Speed Rail Project

The Ellis County Historical Commission will be a consulting party.

**Melissa Hatcher**  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** [rjcarey1@gmail.com](mailto:rjcarey1@gmail.com) [mailto:rjcarey1@gmail.com]  
**Sent:** Thursday, April 16, 2015 7:44 AM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Sylvia Smith; Ryan Mize  
**Subject:** Dallas to Houston High-Speed Rail Project

Dear Ms. Hatcher -

This is in response to the letter of 23 Feb 2015 to Sylvia Smith, Chair of the Ellis County Historical Commission, from David Valenstein regarding consultation under Sec. 106 of the National Historic Preservation Act on the project on the Dallas to Houston High-Speed Rail Project (HSR). The letter was forwarded to me for response. The Ellis County Historical Commission would like to participate in consultation on the project.

It would be good, however, if we had the specific geographic locations of the alternative routes for the HSR whenever they are available. The maps from the website in the letter noted above were provided to Ryan Mize, our Ellis County GIS Specialist, to show how the alternative routes might impact on historic features, such as our cemeteries. He provided a map, however, he noted that the alternative routes were still somewhat general in nature and not geographically specific. As goes without saying, knowing the specific geographic alternative routes is critical to determining possible impact on historical features.

We appreciate very much the opportunity to participate in the Sec. 106 review of this project.

Rex Carey  
Ellis County Historical Commission  
972-775-2463 - Hm

214-802-3505 - Cell  
[ricarey1@gmail.com](mailto:ricarey1@gmail.com)  
4041 Rollingwood Ln.  
Midlothian, TX 76065

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**ROGER KNIGHT, JR., INC.**

A PROFESSIONAL CORPORATION  
ATTORNEYS AT LAW  
714 S. MADISON  
MADISONVILLE, TEXAS 77864

OFFICE (936) 348-3543  
FAX (936) 348-5433

ROGER KNIGHT, JR.  
MEMBER AMERICAN BOARD OF TRIAL ADVOCATES

**MAILING ADDRESS: P.O. BOX 925**

LAURIE LOUISE KNIGHT

KEVIN ROGER KNIGHT\*  
\*BOARD CERTIFIED-PERSONAL INJURY TRIAL LAW  
TEXAS BOARD OF LEGAL SPECIALIZATION  
MEMBER AMERICAN BOARD OF TRIAL ADVOCATES

ROGER KNIGHT  
1910-1991

March 4, 2015

Re: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CRF 800) for the Dallas to Houston High-Speed Rail Project

---

Mr. David Valenstein  
Division Chief  
Environment and Systems Planning Division  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Valenstein:

I have and thank you for your letter of February 23, 2015. I suppose the letter is written to me because of my connection with the Texas Historical Commission of Madison County. I will be happy to help in any way I can that does not damage Madison County or its residents, does not shut down any of our roads or facilities, or prevents Madison County residents from accessing their ranch properties as they currently have as of the writing of this letter.

I will be happy to serve as a consulting party in accordance with Section 106 of the National Historic Preservation Act. I do agree to participate as a consulting party with the qualifications and conditions I have already set forth.

Thank you, and with cordial good wishes, I am

Yours very truly,

  
Roger Knight, Jr.

RK, JR/jls

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Tuesday, March 10, 2015 9:06:13 AM

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Tuesday, March 10, 2015 9:02 AM  
**To:** hchc.janet@gmail.com  
**Cc:** Welch, Jim  
**Subject:** RE: Dallas to Houston High-Speed Rail Project

Dear Ms. Wagner,

Thank you for agreeing to act as consulting party pursuant to Section 106 of the National Historic Preservation Act. I look forward to communicating with you in the near future about the next steps in the process and our anticipated timeframes for Section 106 consulting parties meetings.

Sincerely,  
Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
Office of Railroad Policy and Development  
1200 New Jersey Avenue, SE  
Washington, DC 20590  
(202) 493-6075

**Rail – Moving America Forward**

*The Federal Railroad Administration's mission is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.*

**From:** Janet Wagner [mailto:hchc.janet@gmail.com]  
**Sent:** Tuesday, March 10, 2015 9:41 AM  
**To:** Hatcher, Melissa (FRA)  
**Subject:** Fwd: Dallas to Houston High-Speed Rail Project

----- Forwarded message -----

**From:** **Janet Wagner** <[hchc.janet@gmail.com](mailto:hchc.janet@gmail.com)>  
**Date:** Mon, Mar 9, 2015 at 3:09 PM  
**Subject:** Fwd: Dallas to Houston High-Speed Rail Project  
**To:** Glen Van Slyke <[glen.vanslyke@cao.hctx.net](mailto:glen.vanslyke@cao.hctx.net)>

----- Forwarded message -----

**From:** **Janet Wagner** <[hchc.janet@gmail.com](mailto:hchc.janet@gmail.com)>  
**Date:** Mon, Mar 9, 2015 at 3:08 PM  
**Subject:** Dallas to Houston High-Speed Rail Project  
**To:** [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov)

Ms Hatcher:

The Harris County Historical Commission (HCHC) agrees to be a consultant for the above project. The consulting letter, sent as a hard copy to Mr. David Valenstein, Division Chief, is attached, along with copies of his letter to the HCHC. The HCHC awaits the MOA or PA when necessary.

Regards,

Janet K. Wagner

Chair, Harris County Historical Commission

[HCHC.janet@gmail.com](mailto:HCHC.janet@gmail.com)

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## HARRIS COUNTY, TEXAS

# HARRIS COUNTY HISTORICAL COMMISSION

Janet K. Wagner RLA, Chair

Chris Varela, Vice Chairman

Trevia Wooster Beverly, Corresponding Secretary

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Dr. Gayle Davies, Harris County Marker Chair

Bernice Mistrot, Texas Treasure Business Chair

Gene Wiggins, Website Coordinator

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Paul R. Scott, State Marker Chair

Ed C. Ming Chen, Parliamentarian

Charles Duke, Legislative Liaison

Michael D. Vance, Historic Videos

Joseph Strange, Historical Photographer

James H. Ford, Jr., Marker Mentor Chair

March 10, 2015

Mr. David Valenstein, Division Chief, Environment and Systems Planning Division

U. S. Department of Transportation, Federal Railroad Administration

1200 New Jersey Avenue, SE

Washington, D. C. 20590

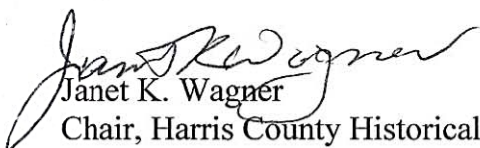
RE: Invitation to Participate in Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project.

Dear Mr. Valenstein:

Regarding the invitation for the Harris County Historical Commission (HCHC) to participate as a consulting party for the Dallas to Houston High-Speed Rail Project, the HCHC detracts the March 9, 2015 agreement letter to become a consulting party participant for the High-Speed Rail Project.

A copy of this letter will be emailed to Ms. Melissa Hatcher. Thank you for your time and consideration of the HCHC.

Regards,

  
Janet K. Wagner

Chair, Harris County Historical Commission

Milford Wayne Donaldson,  
Chairman

Clement A. Price, Ph.D.  
Vice Chairman

John M. Fowler  
Executive Director



*Preserving America's Heritage*

March 20, 2015

Ms. Sarah Feinberg  
Acting Administrator  
Federal Railway Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

***REF: Proposed Dallas to Houston High Speed Rail Project  
Dallas and Houston, Texas***

Dear Ms. Feinberg:

In response to a notification by the U.S. Department of Transportation, Federal Railway Administration, the Advisory Council on Historic Preservation (ACHP) will participate in consultation to develop a Memorandum of Agreement for the proposed Dallas to Houston High Speed Rail Project. Our decision to participate in this consultation is based on the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within our regulations. The criteria are met for this proposed undertaking because the project may include adverse effects to large numbers of historic properties, such as impacts to multiple properties within a historic district.

Section 800.6(a)(1)(iii) of our regulations requires that we notify you, as the head of the agency, of our decision to participate in consultation. By copy of this letter, we are also notifying David Valenstein, Division Chief, Environment and Systems Planning Division of this decision.

Our participation in this consultation will be handled by Christopher Wilson, who can be reached at 202-517-0229, or via e-mail at [cwilson@achp.gov](mailto:cwilson@achp.gov). We look forward to working with your agency and other consulting parties to consider alternatives to this undertaking that could avoid, minimize, or mitigate potential adverse effects on historic properties and to reach a Memorandum of Agreement.

Sincerely,

John M. Fowler  
Executive Director

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 □ Washington, DC 20001  
Phone: 202-517-0200 □ Fax: 202-517-6381 □ [achp@achp.gov](mailto:achp@achp.gov) □ [www.achp.gov](http://www.achp.gov)

January 25, 2016

Mr. Jerry Smiley  
Project Manager  
AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207

Dear Mr. Smiley,

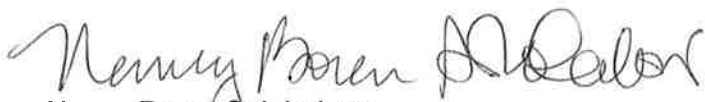
Thank you for contacting the Boren-Reagor Springs Historical Society requesting information in relation to the proposed High-Speed Rail from Dallas to Houston.

The Boren Cemetery is a significant cultural resource in Ellis County, Texas. It contains the graves of 283 residents of the area, some of them the very first settlers who arrived in 1847. The first burial date recorded on a tombstone is 1868. Interred there is Michael Boren who served in the Army of the Republic of Texas. Three Civil War veterans are also buried there: John W. Bell served in the Tennessee Infantry and Cavalry before coming to Texas, William Milton Boren fought in the Spanish-American war as well as the Civil War, and James Addison Davis served in the Mississippi State Cavalry. These men and their families helped shape the community and the state of Texas.

Growing out of the effort begun in 1998 to clean up the cemetery, the BRSHS published a book, *Boren Cemetery, the First One Hundred and Forty Years*, available at Ellis County Libraries and through our web site. We have shared all the information we have uncovered in an effort to preserve this slice of Texas history and to aid the searches of future historians and geneologists.

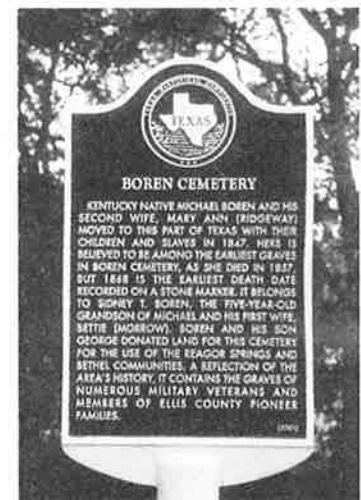
We sincerely hope that the proposed High-Speed Rail line will respect the history of the cemetery and this community.

Sincerely,



Nancy Boren Solohubow  
President, BRSHS  
972-625-6261  
[nancy@nancyboren.com](mailto:nancy@nancyboren.com)

PS I hope you are also aware of the historic Richardson Cemetery (30 graves) one mile southwest of its historical marker on Hwy 287 at the Reagor Springs exit. The historic Templeton Farm Cemetery (36 graves and often completely over grown) is also in the area on the north side of Old Waxahachie Road between Old Boyce Road and Cooke Road. This cemetery was used for many of the African-American residents, many of whom were descendants of slaves brought to the area in 1855.







January 25, 2018

Advisory Council on Historic Preservation  
 Christopher Wilson  
 401 F Street NW  
 Suite 308  
 Washington, DC 20001-2637

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Wilson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letter dated February 23, 2015. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

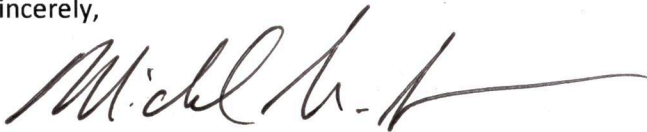
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

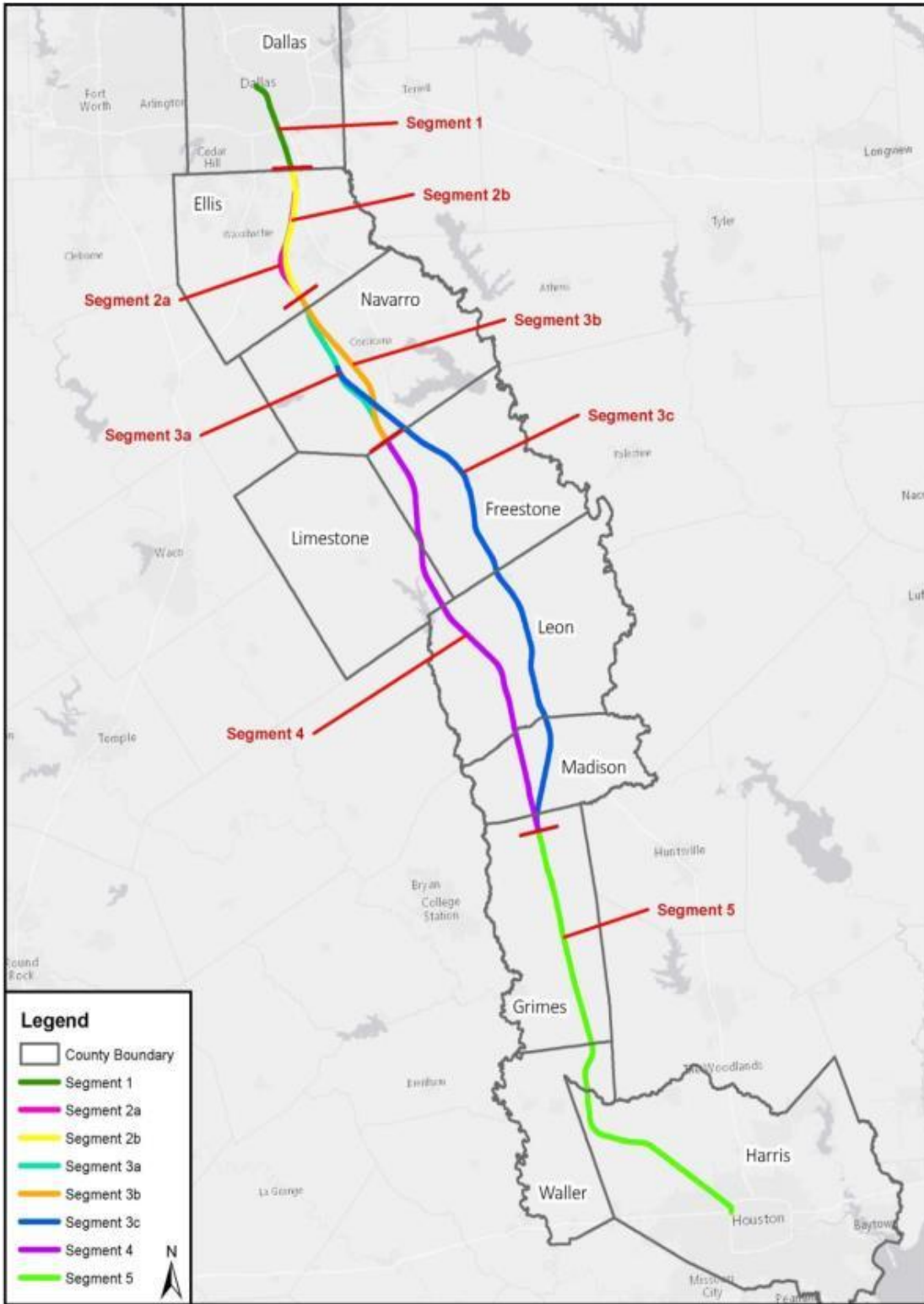


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Texas Historical Commission  
Mark Wolfe  
Texas State Historic Preservation Officer  
P.O. Box 12276  
Austin, TX 78711-2276

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letter dated February 23, 2015. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

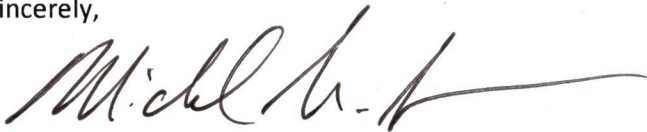
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

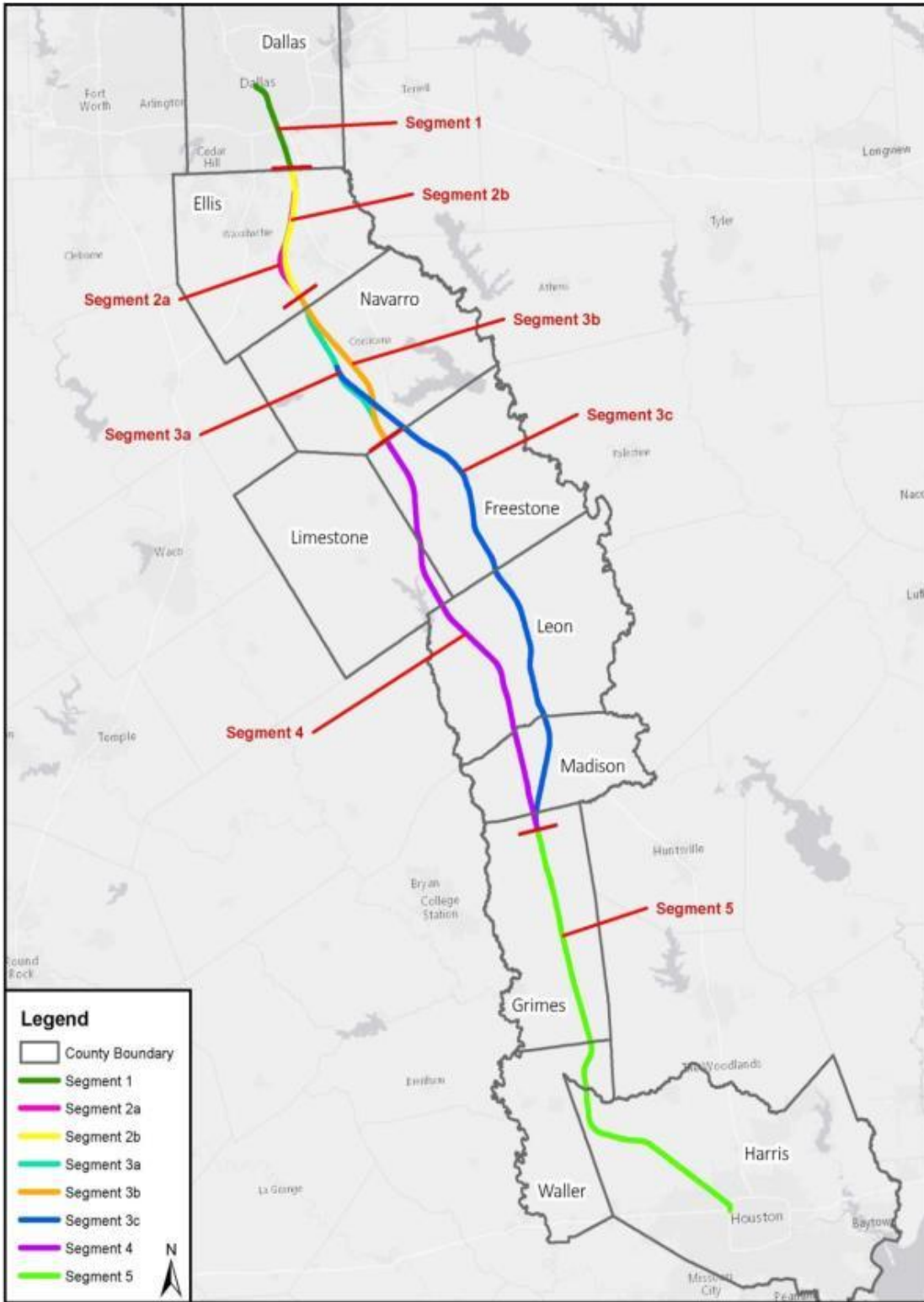


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018

U.S. Army Corps of Engineers, Ft. Worth District  
Darvin Messer  
819 Taylor Street  
Room 3A37  
Ft. Worth, TX 76102

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Messer,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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Alternative C	1, 2a, 3c, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

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FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map



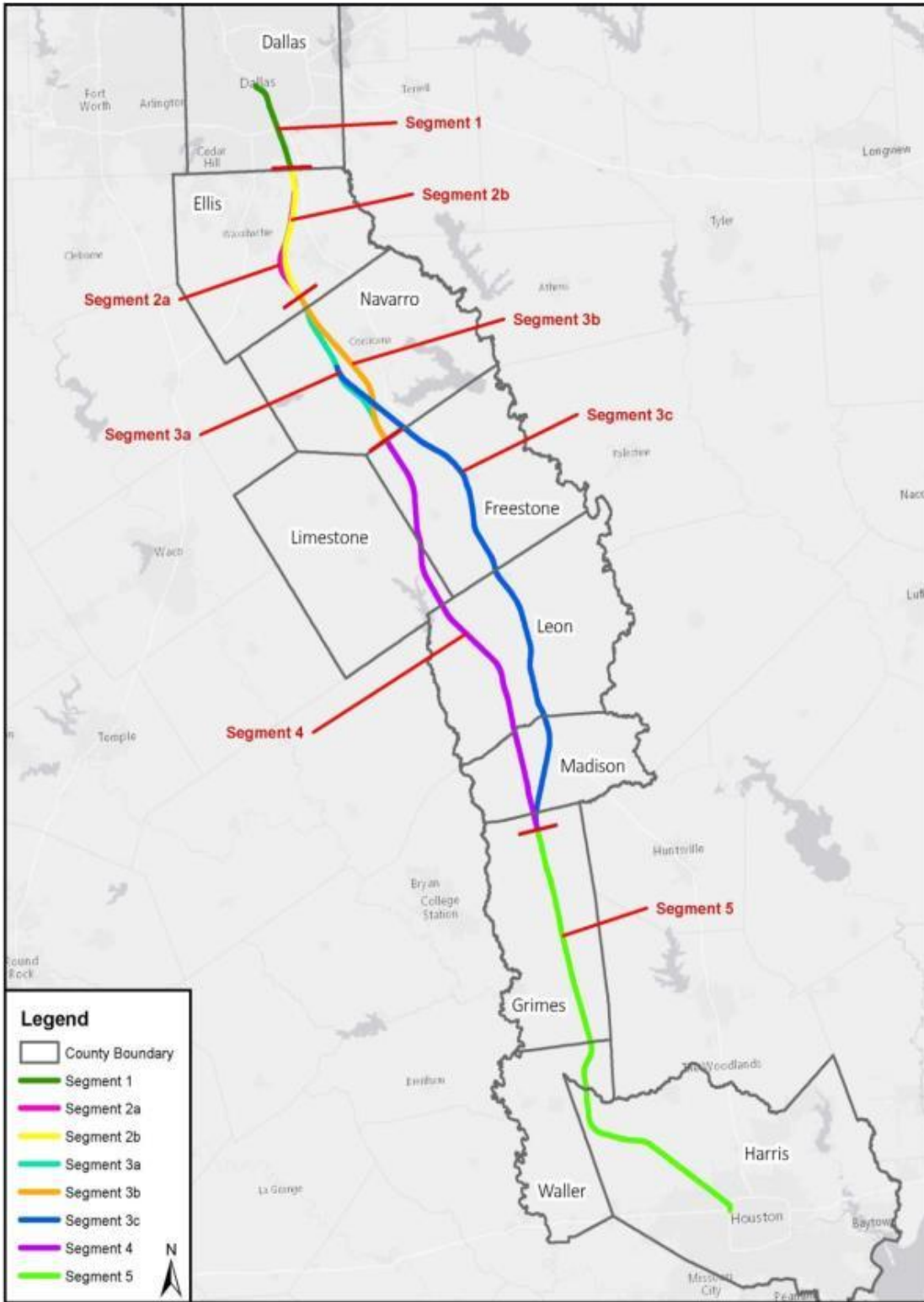


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018

U.S. Army Corps of Engineers, Ft. Worth District  
Jimmy Barrera, Regulatory Archaeologist / Project Manager  
819 Taylor Street  
Room 3A37  
Ft. Worth, TX 76102

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Barrera,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the U.S. Army Corps of Engineers, Ft. Worth District regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

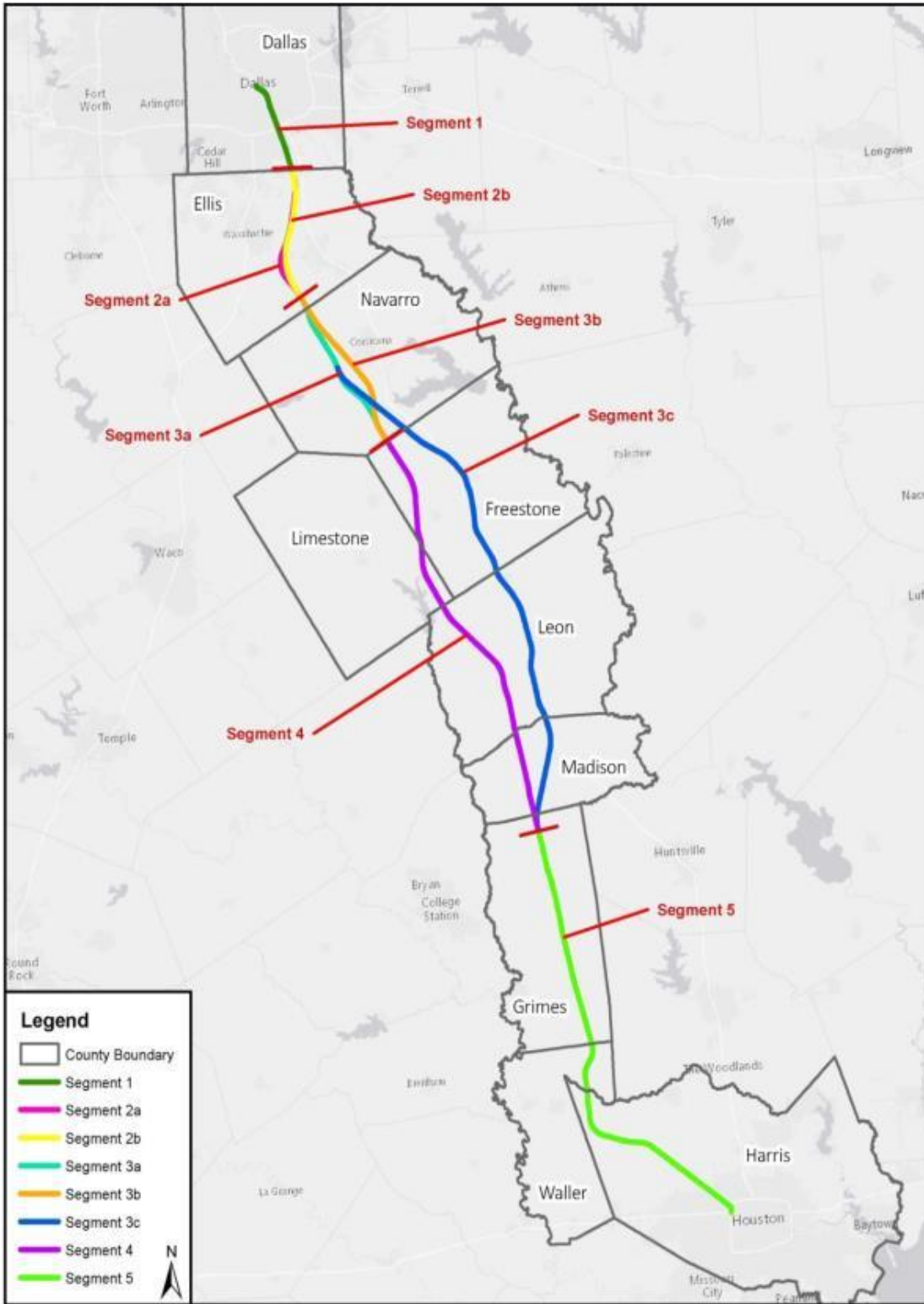


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

U.S. Army Corps of Engineers, Galveston District  
Felicity Dodson, Regulatory Project Manager  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Dodson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

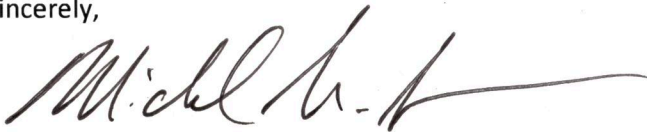
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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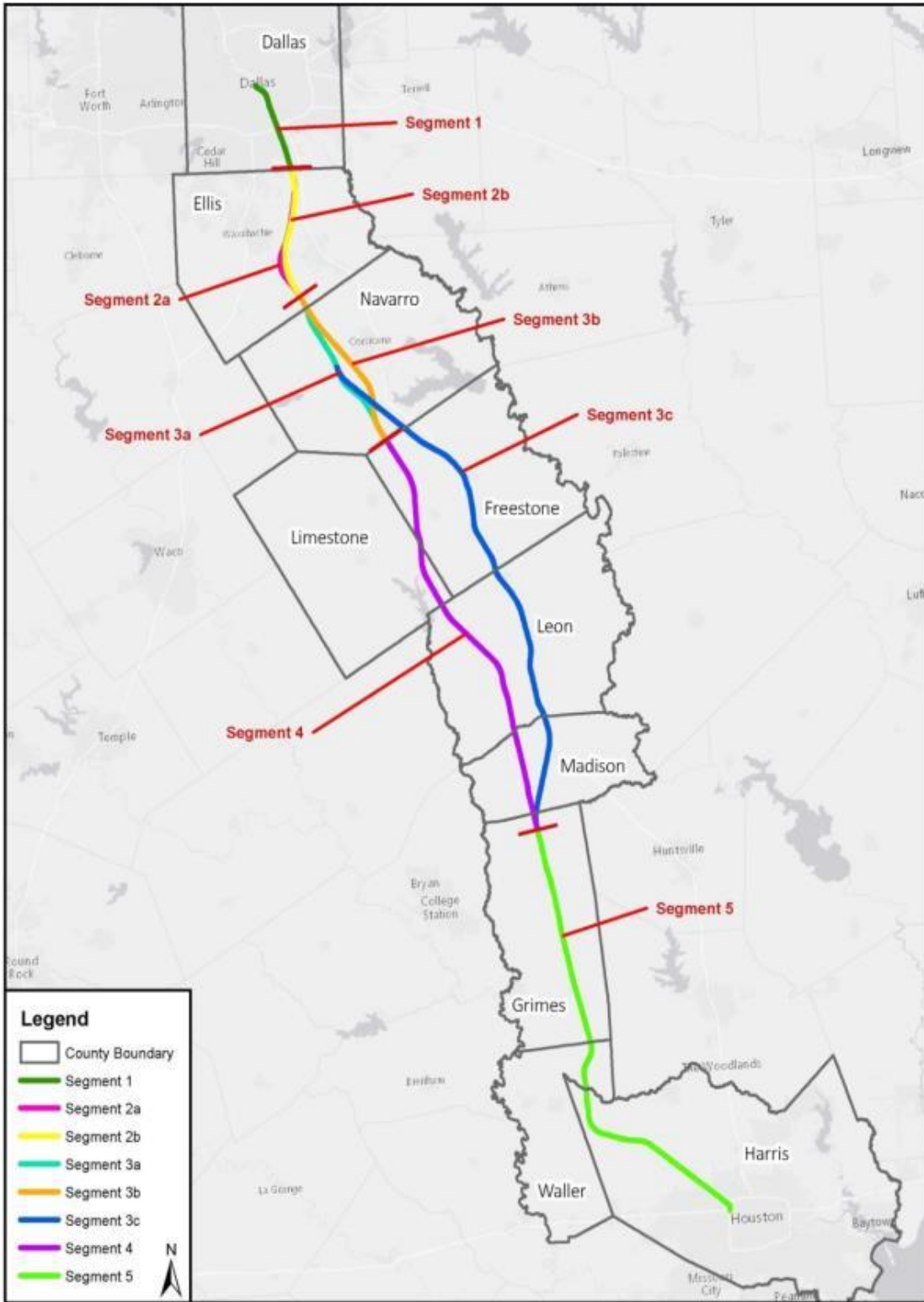


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

U.S. Army Corps of Engineers, Galveston District  
Jerry L. Androy, Regulatory Staff Archaeologist  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Androy,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified The U.S. Army Corps of Engineers, Galveston District regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



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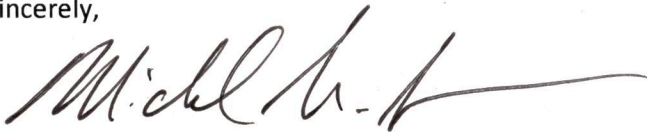
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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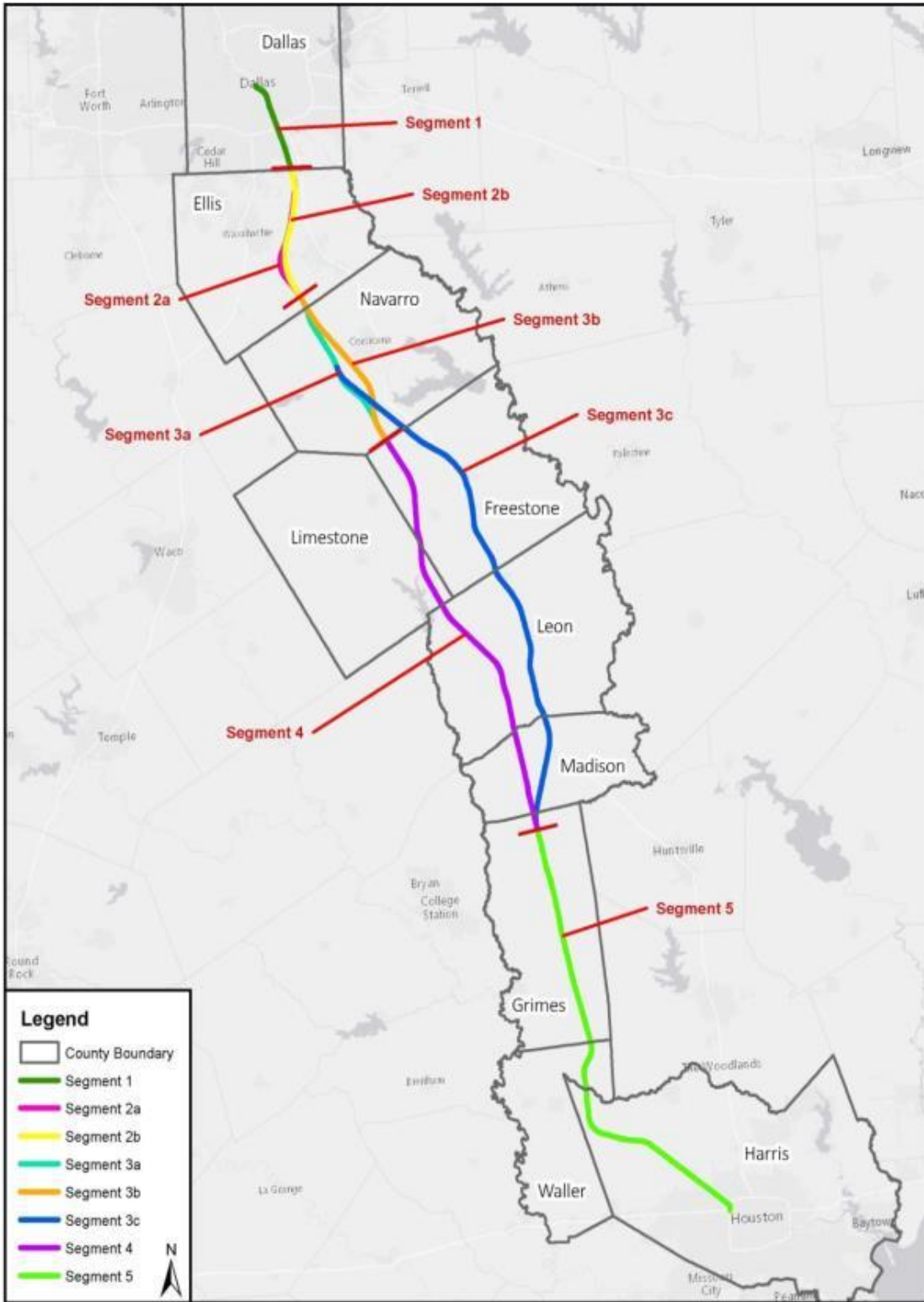


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Texas Department of Transportation  
Melissa Neeley, Rail Projects Manager  
125 E. 11th Street  
Austin, TX 78701-2483

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Neeley,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

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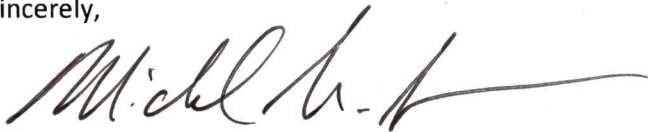
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

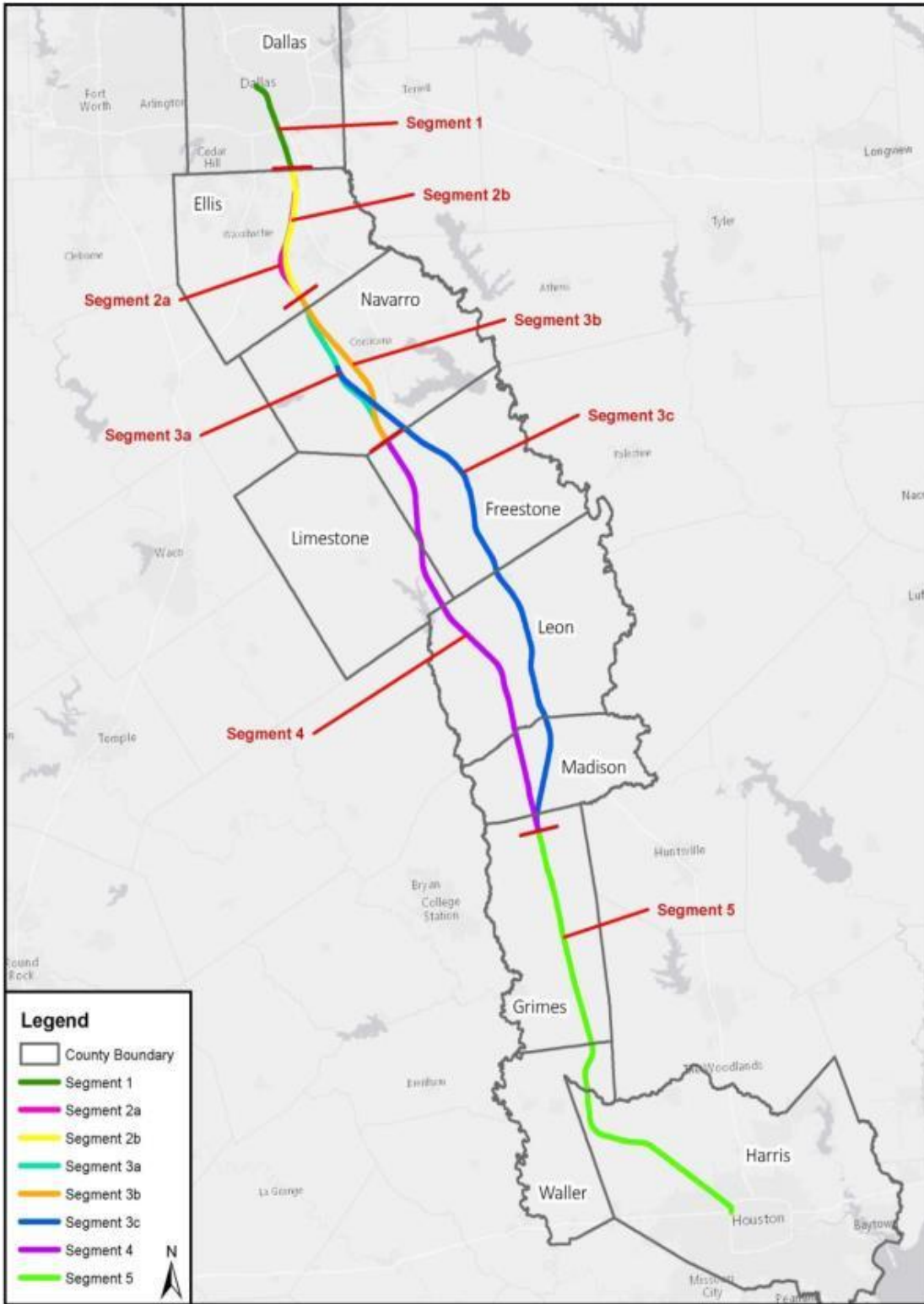


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

January 25, 2018

Preservation Texas  
Evan Thompson, Executive Director  
P.O. Box 12832  
Austin, TX 78711

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Thompson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

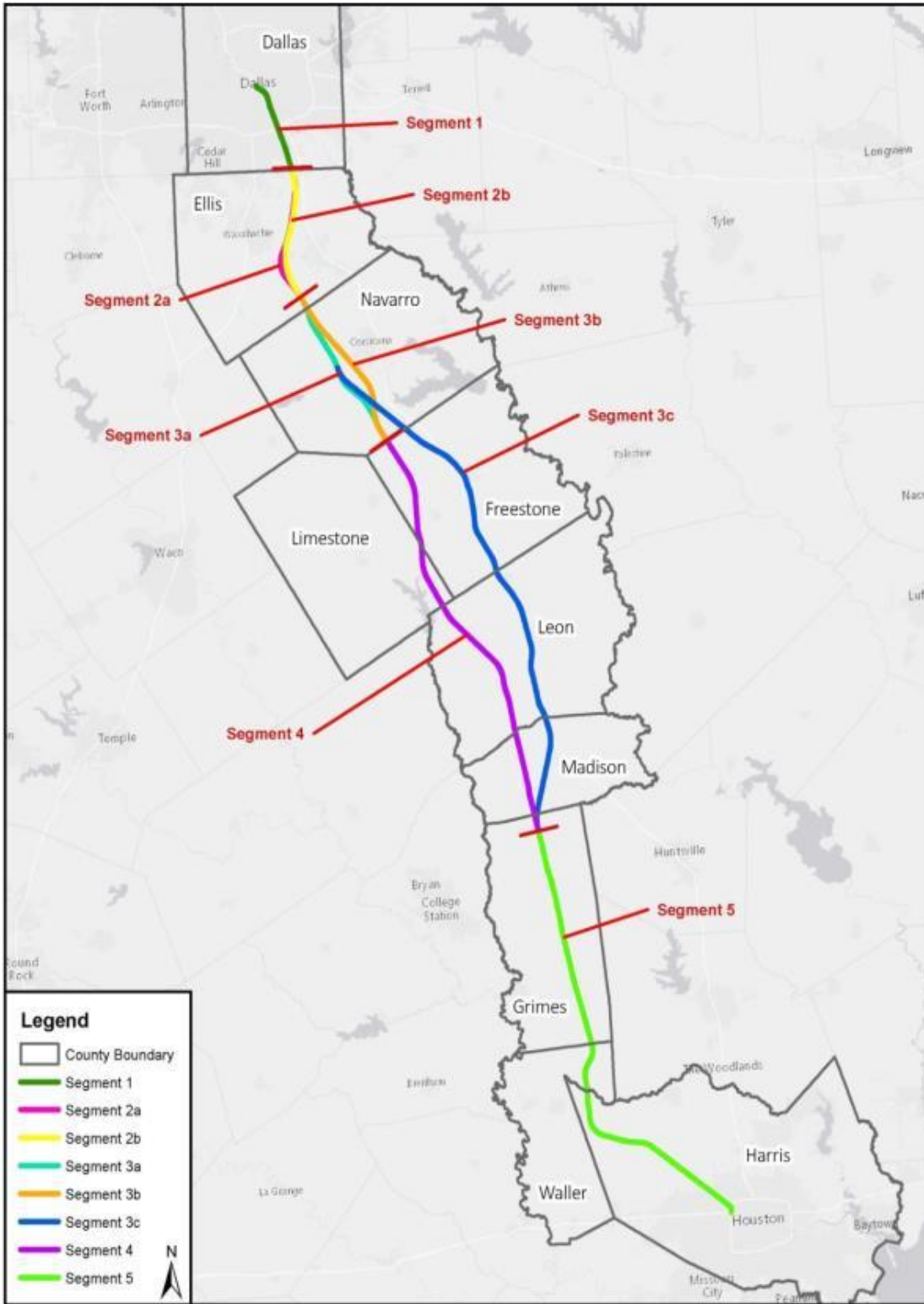


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

County of Dallas THC  
Don Baynham  
5806 Firecrest Drive  
Garland, TX 75202

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Baynham,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letter dated January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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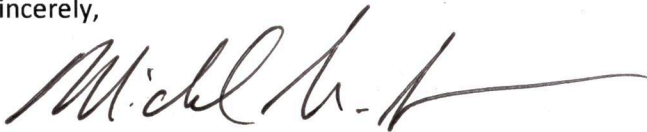
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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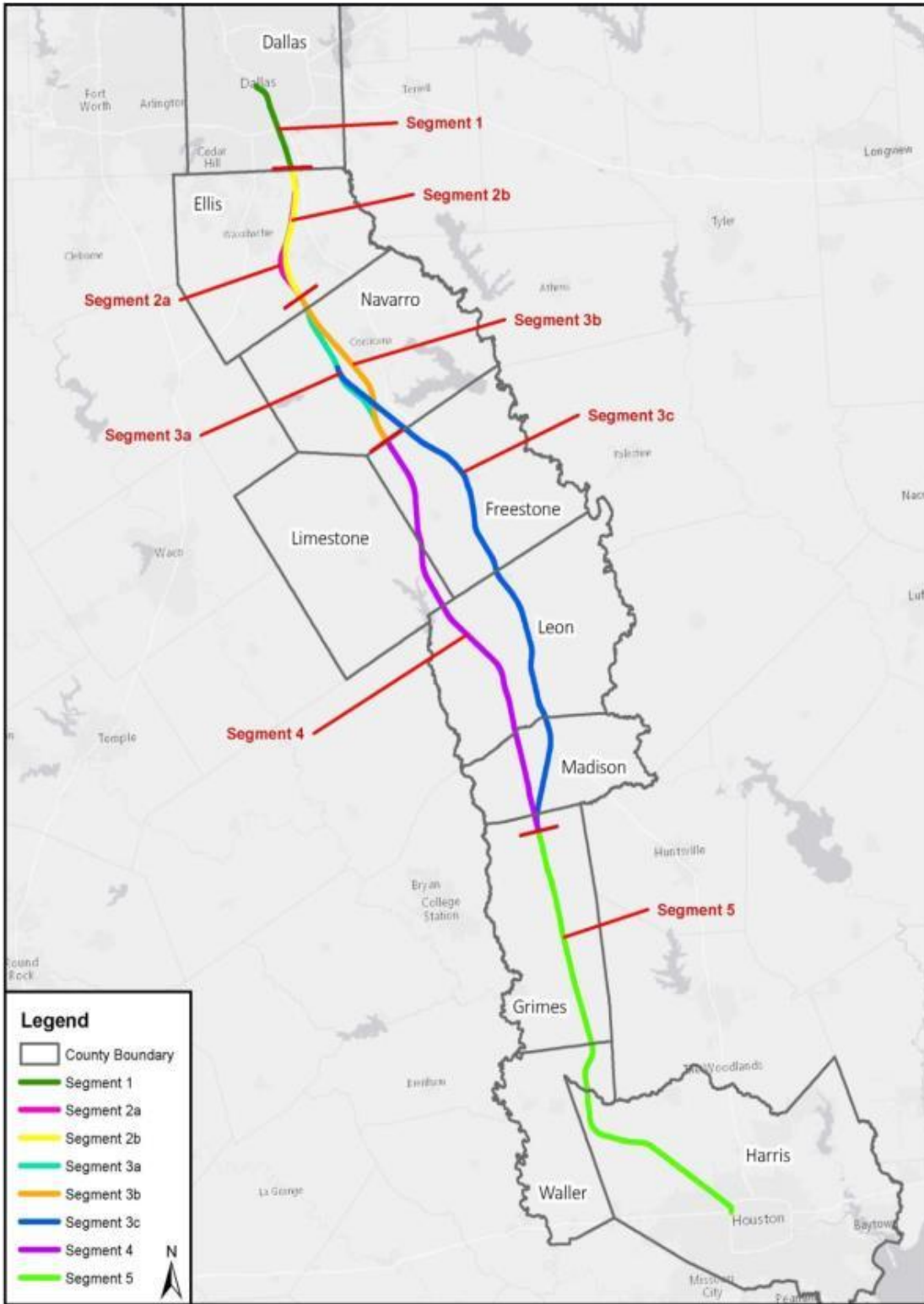


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U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Preservation Dallas  
David Preziosi, Executive Director  
2922 Swiss Avenue  
Dallas, TX 75204

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Preziosi,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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**Table 1: Build Alternatives A Through F Segment Sequences**

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Alternative A	1, 2a, 3a, 4, 5
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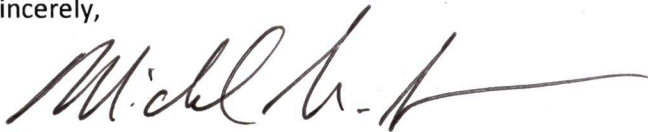
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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

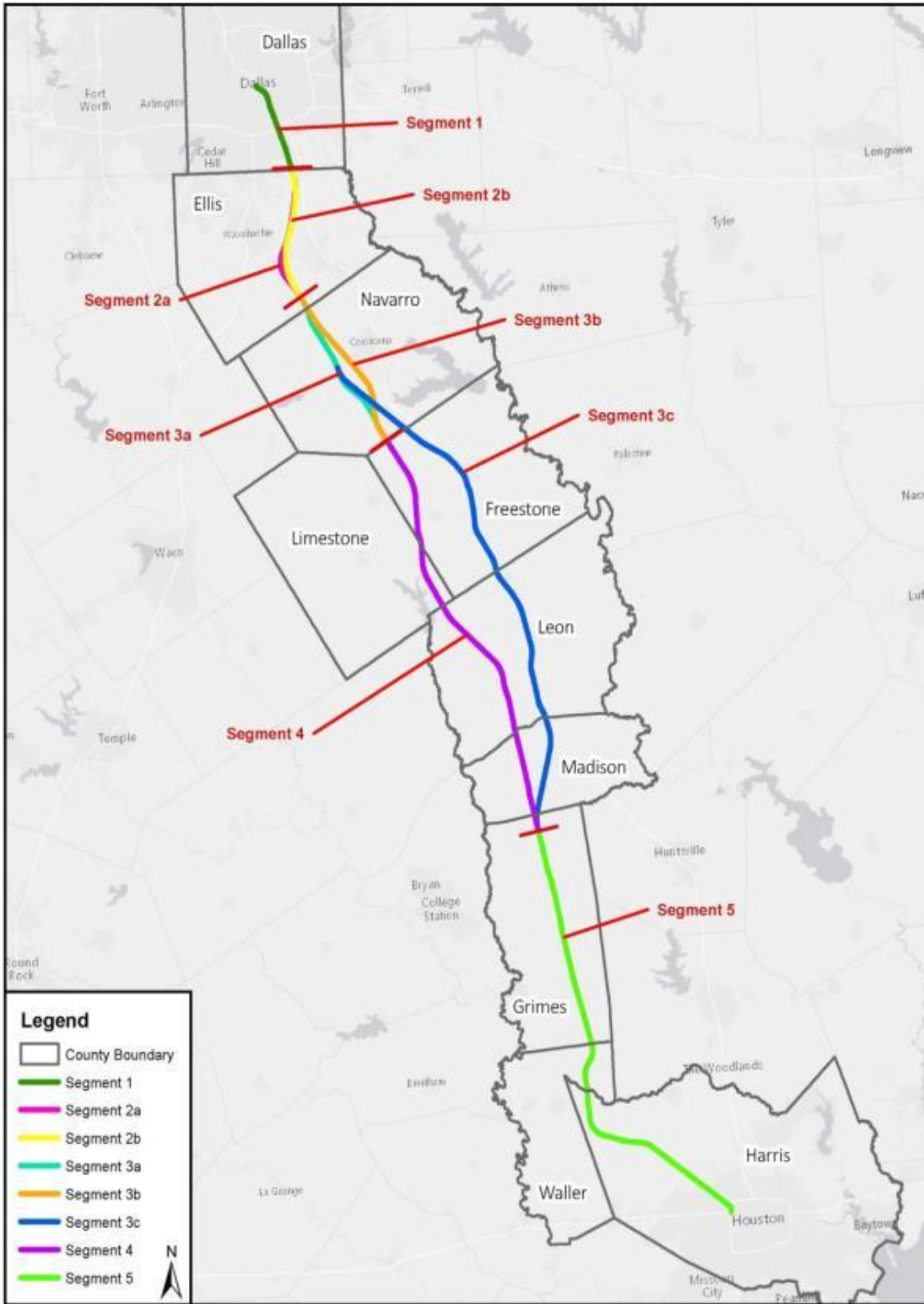


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

City of Dallas  
Mark Doty, Historic Preservation Officer  
1500 Marilla Street  
Room 5BN  
Dallas, TX 75201

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Doty,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

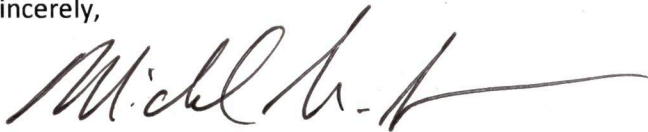
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map



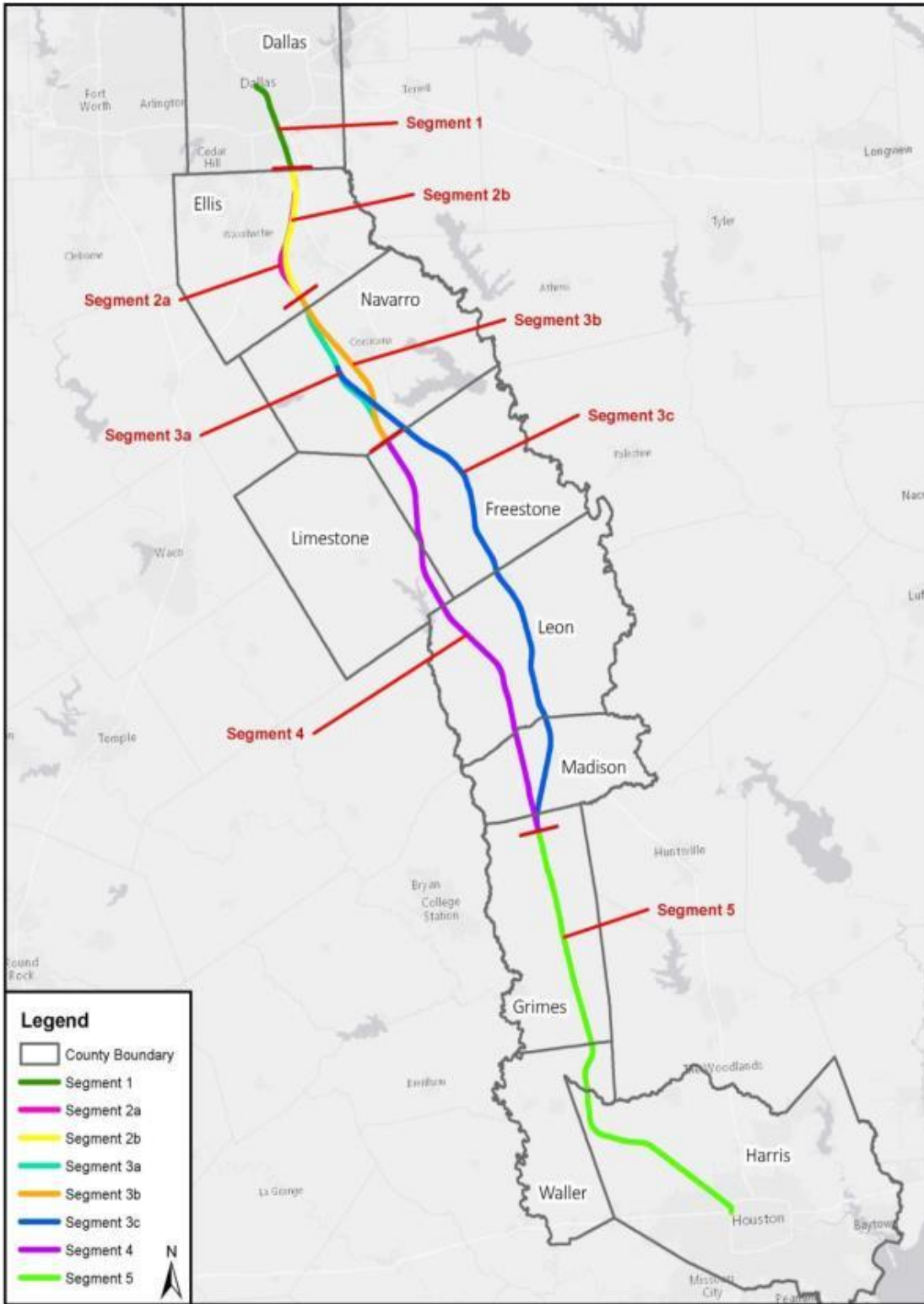


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Dallas County Historical Commission  
Fred Durham, Chairman  
411 Elm Street, 3rd Floor  
Dallas, TX 75202

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Durham,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

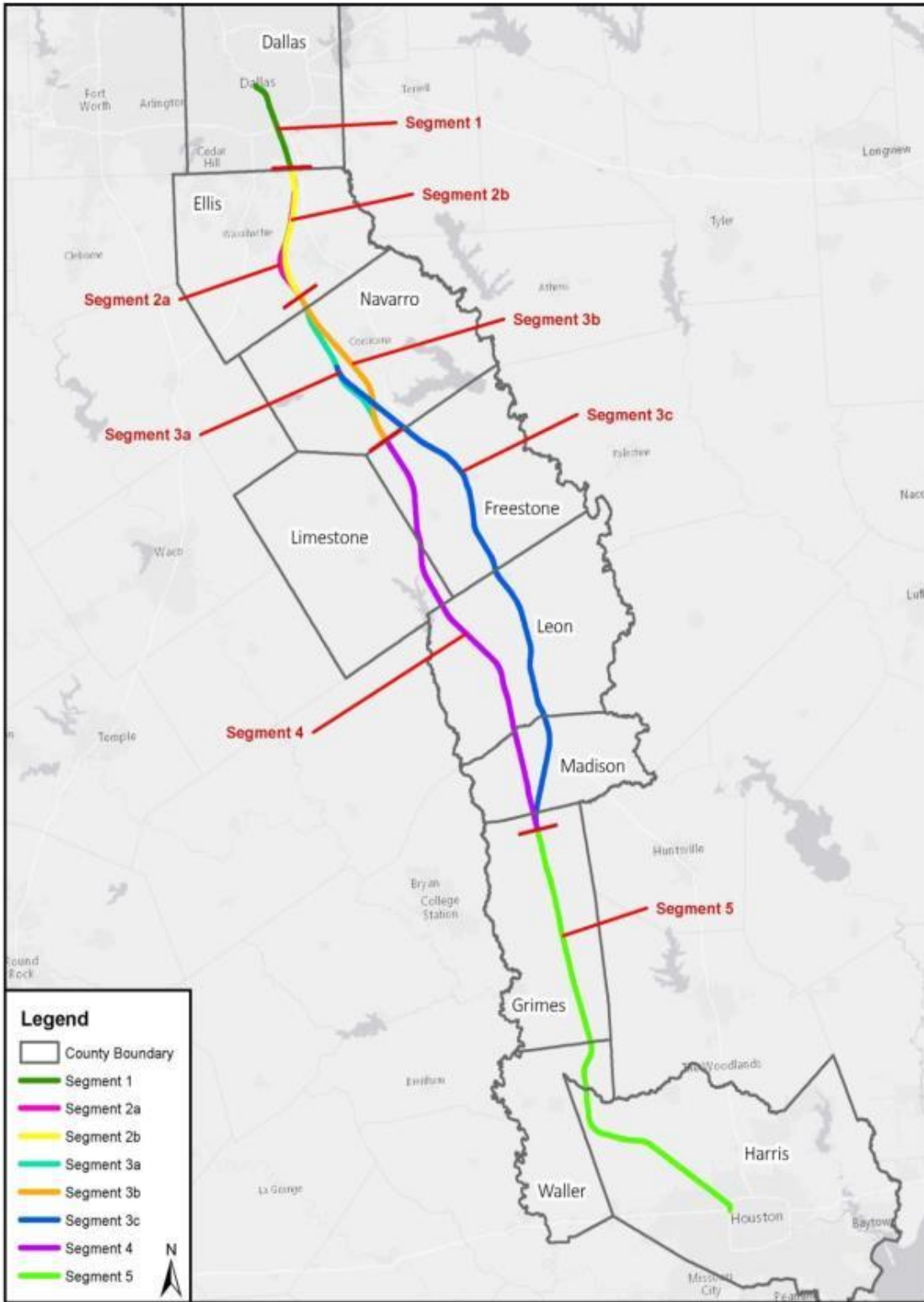


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ellis County Historical Commission  
Sylvia Stanford-Smith, Chairperson  
P.O. Box 175  
Waxahachie, TX 75165

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Stanford-Smith,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

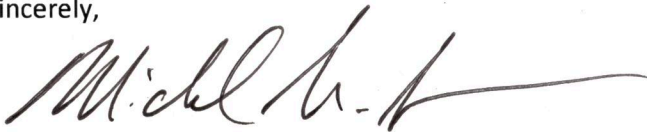
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

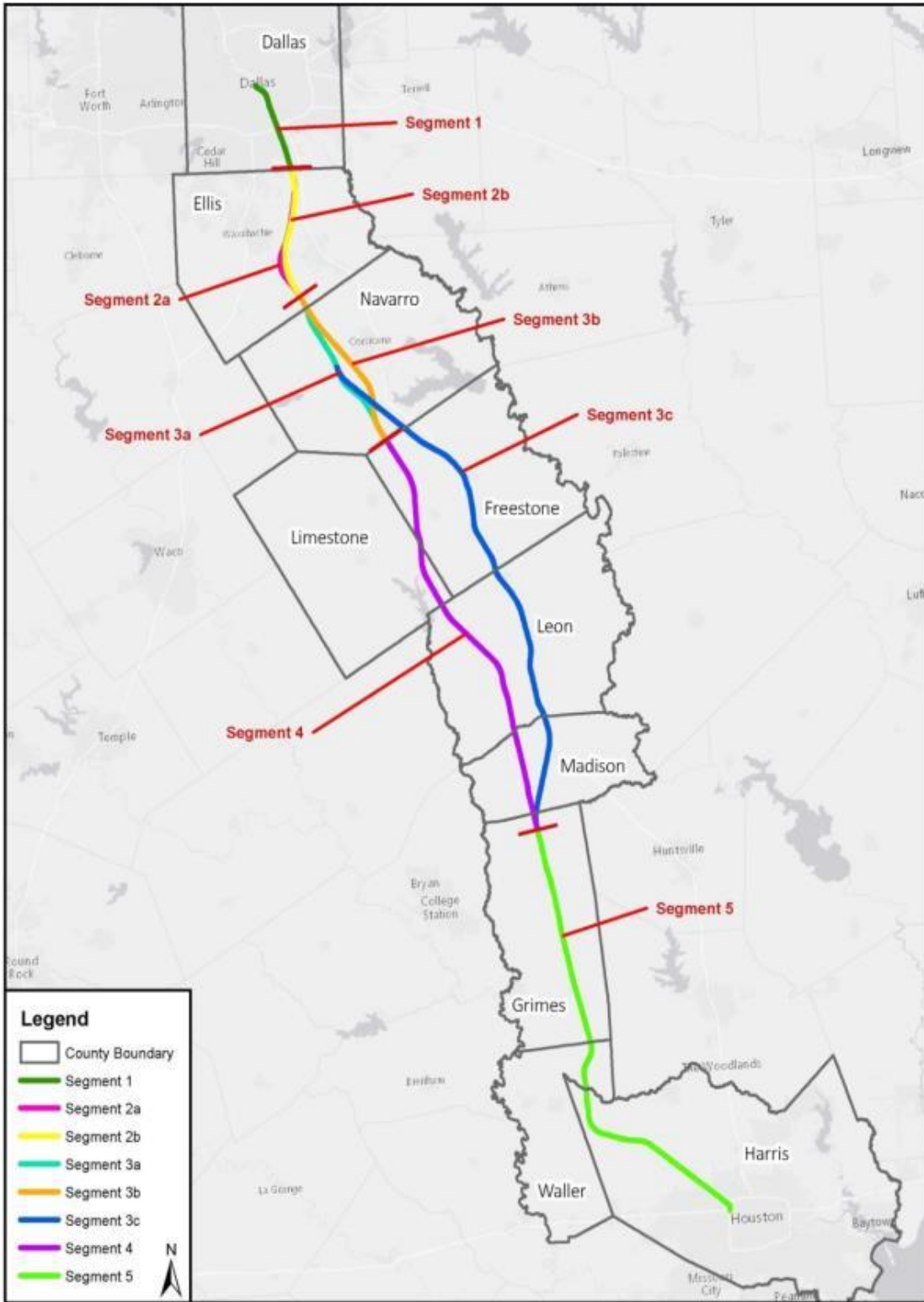


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

City of Ennis  
Marty Nelson, Economic Development District/CLG  
P.O. Box 220  
Ennis, TX 75120

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Nelson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

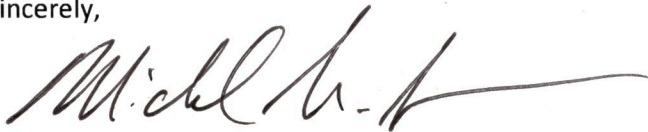
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

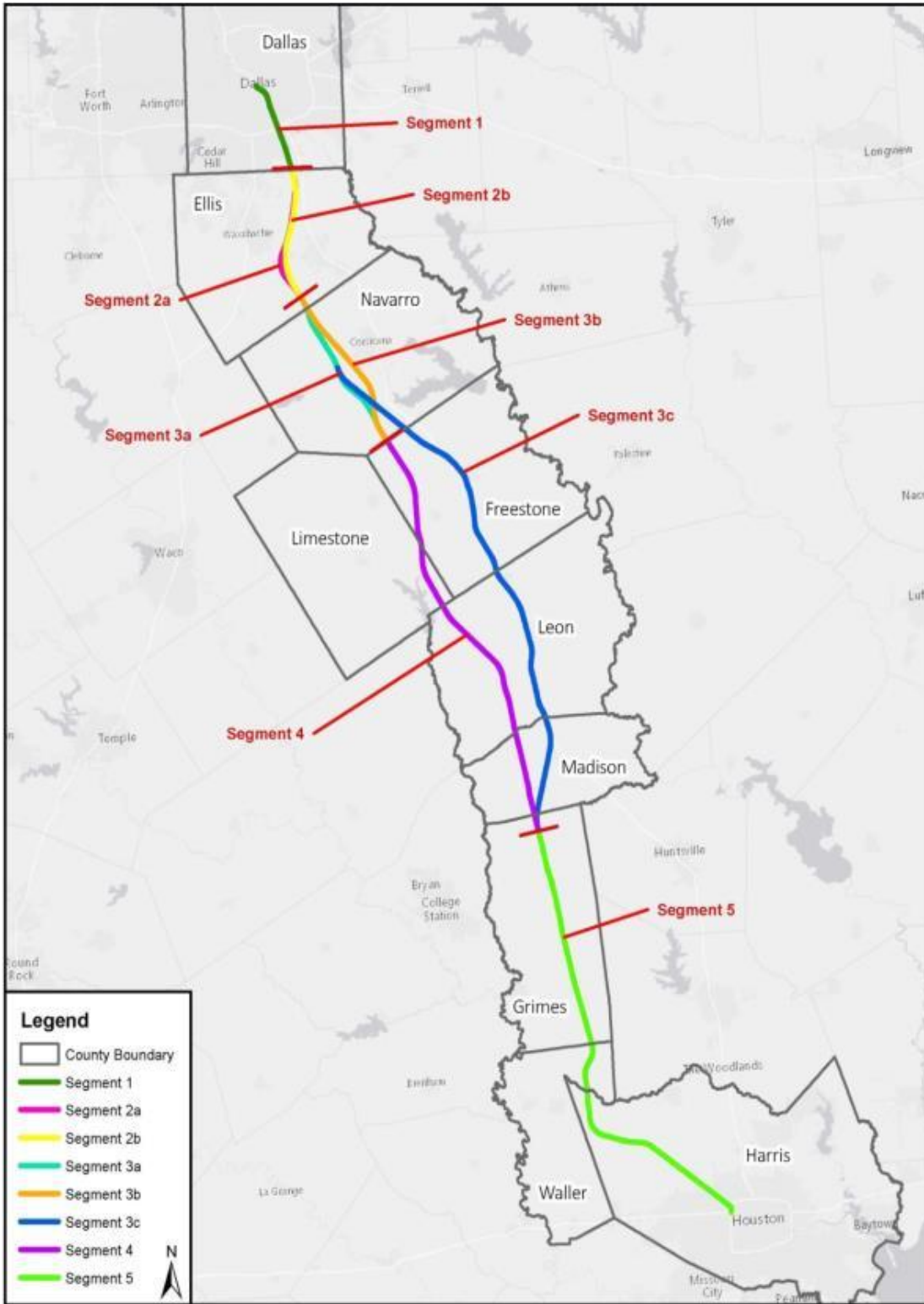


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

City of Ennis  
Becky McCarty, Ennis Main Street Program Manager  
P.O. Box 1237  
Ennis, TX 75120

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. McCarty,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

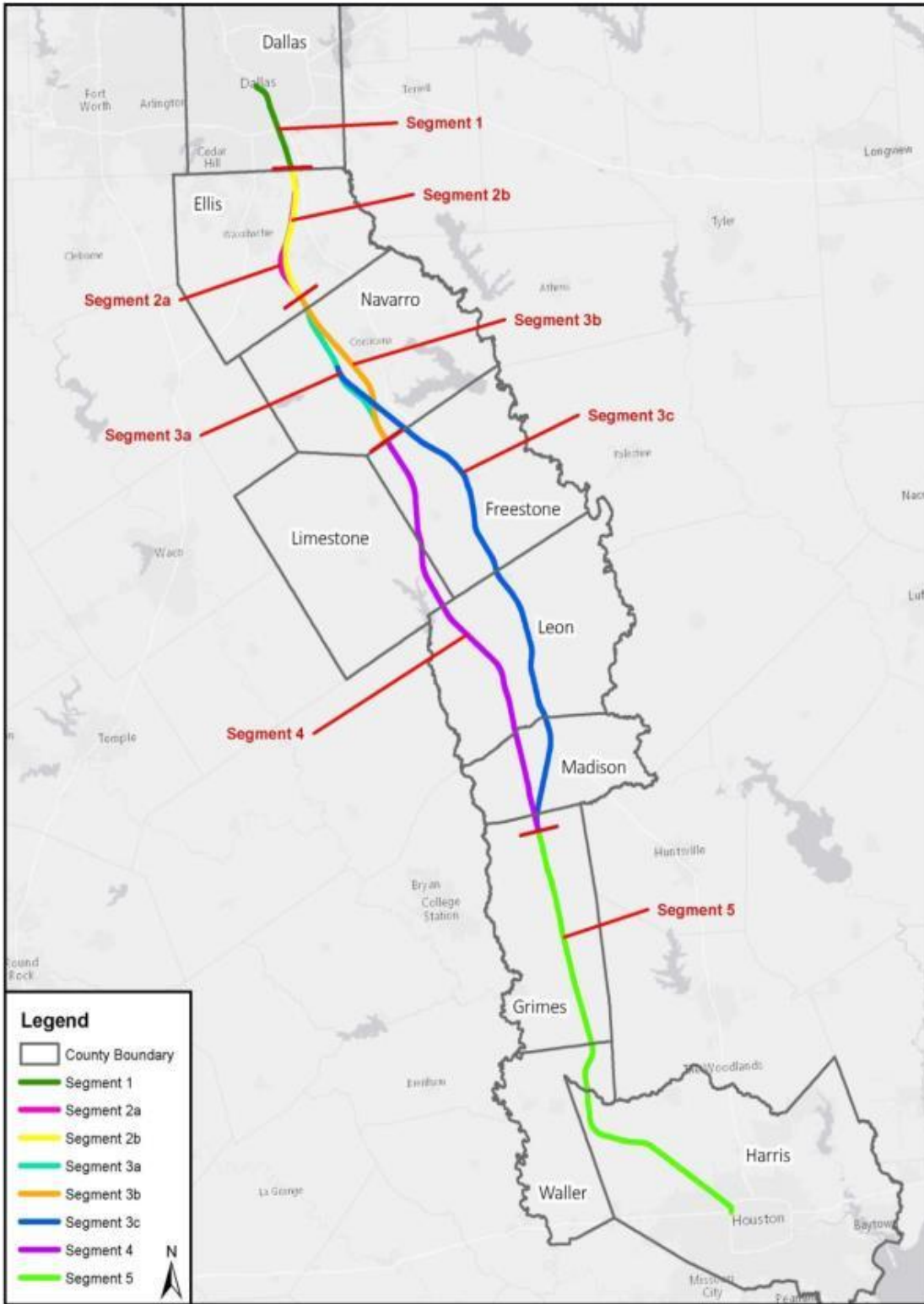


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



City of Waxahachie  
Anita Brown, Main Street Manager /HPO  
401 S. Rogers  
Waxahachie, TX 75168

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Brown,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

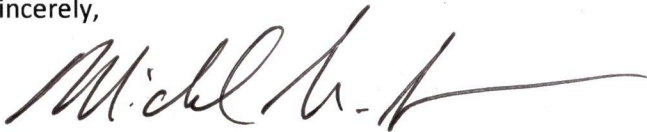
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

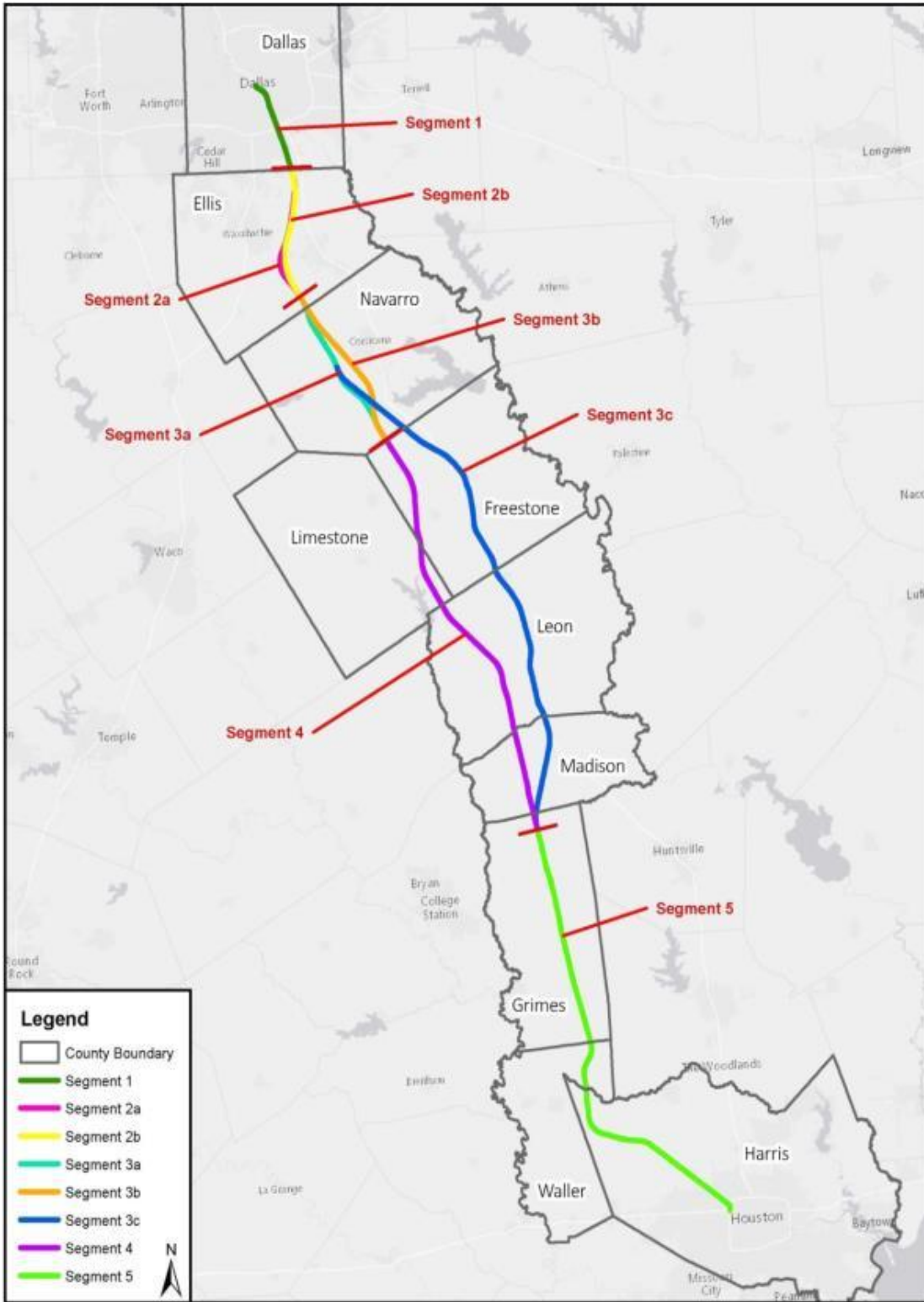


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Ellis County Historical Commission  
Rex Carey  
4041 Rollingwood Lane  
Midlothian, TX 76065

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Carey,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
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Alternative A	1, 2a, 3a, 4, 5
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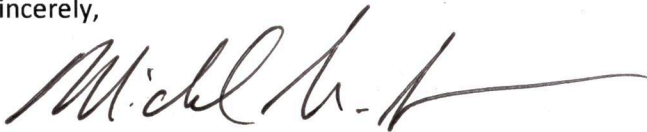
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

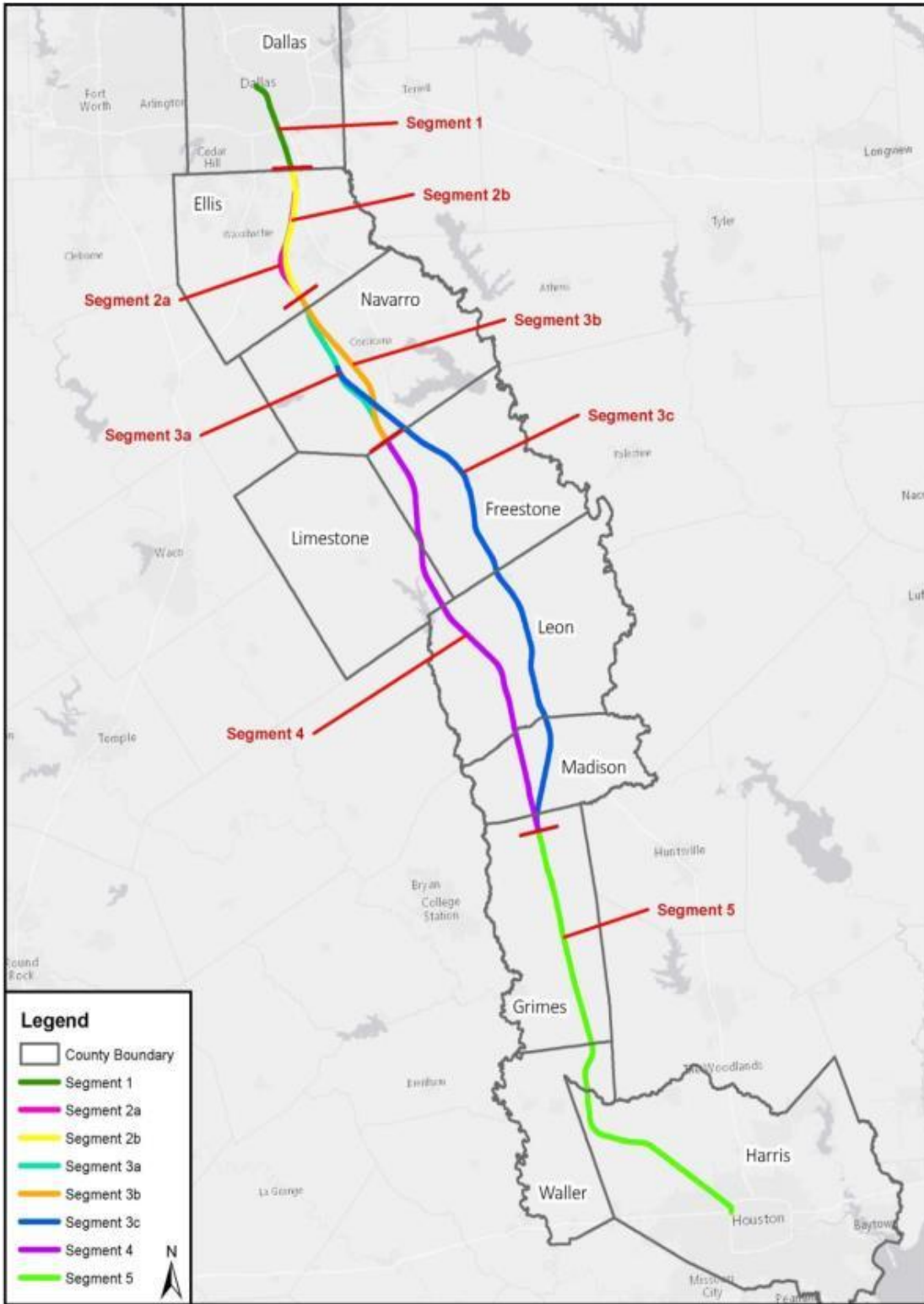


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

County of Ellis, Boren Reagor Springs Historical Society  
Nancy Boren Solohubow, President  
3817 Shoal Creek Dr.  
The Colony, TX 75056

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Solohubow,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letter dated January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

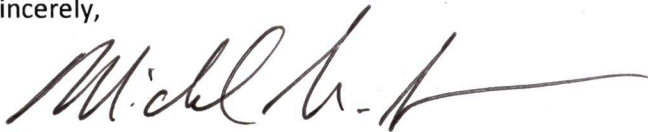
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Supervisory Environmental Protection Specialist

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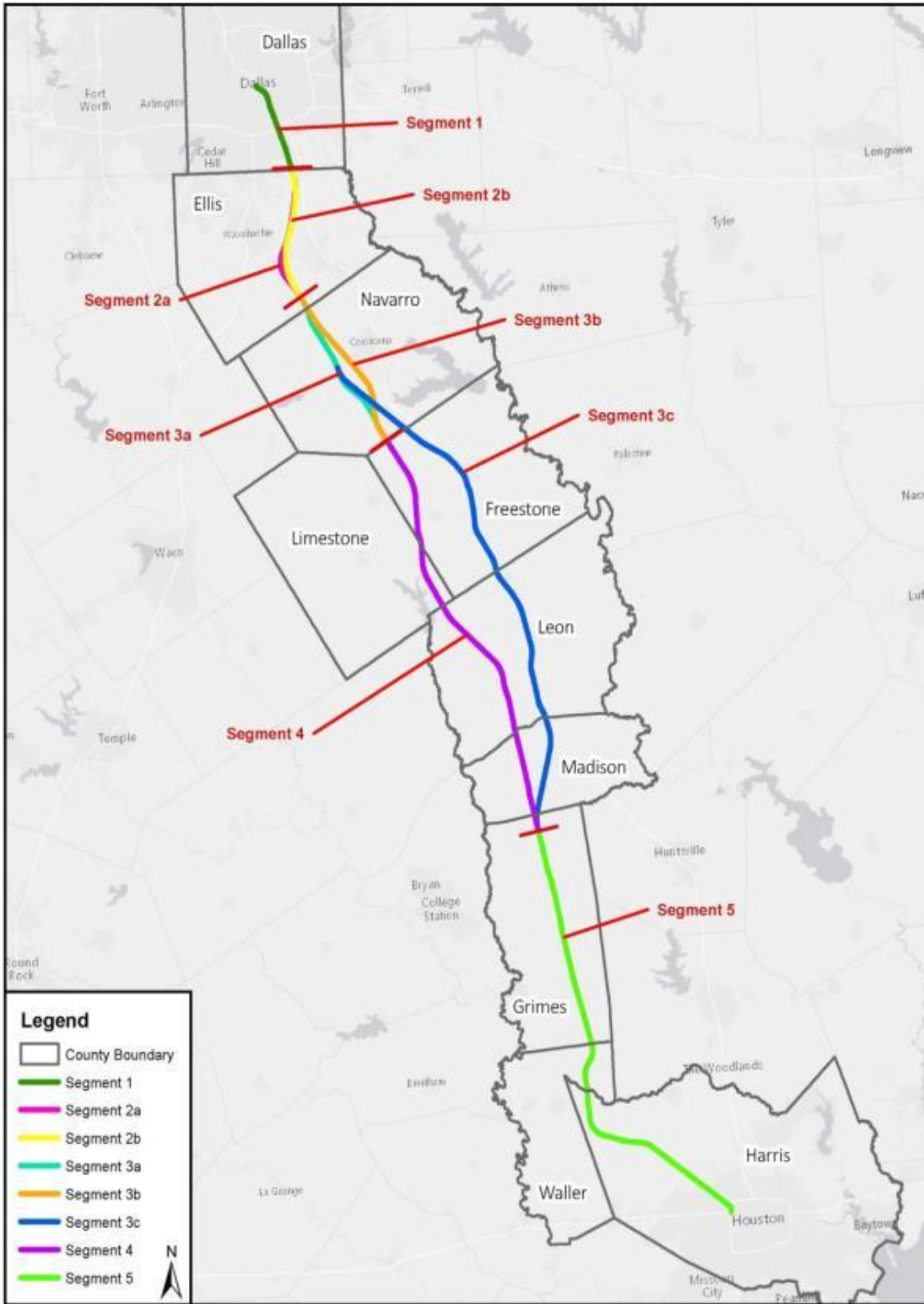


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U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ennis Main Street Program  
Meg Sullivan, Chairperson  
P.O. Box 220  
Ennis, TX 75120

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Sullivan,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
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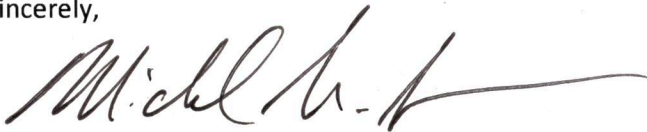
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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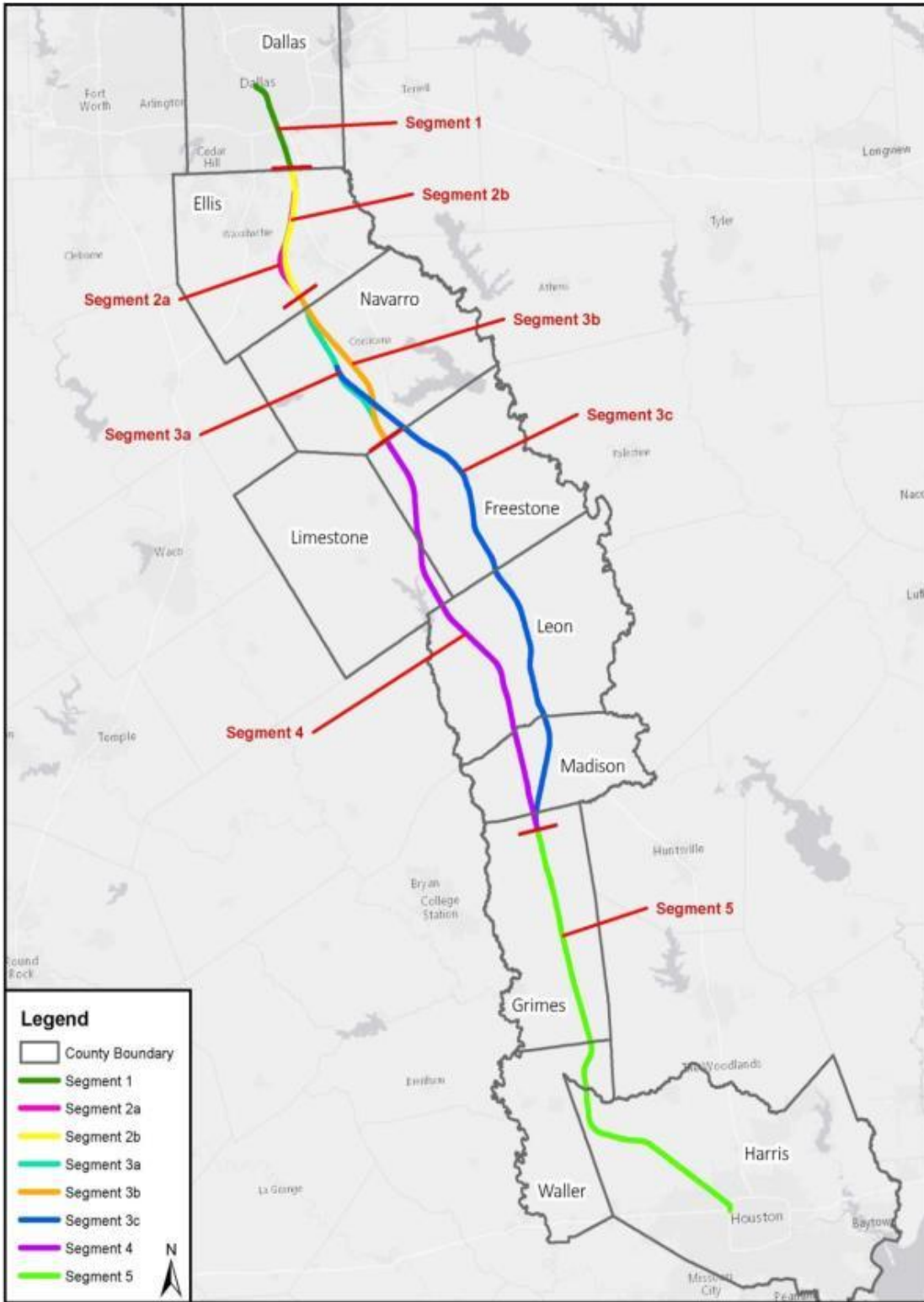


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

City of Ennis Historic Landmark Commission  
Ross Massengill, Chairman  
P.O. Box 220  
Ennis, TX 75119

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Massengill,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

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For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

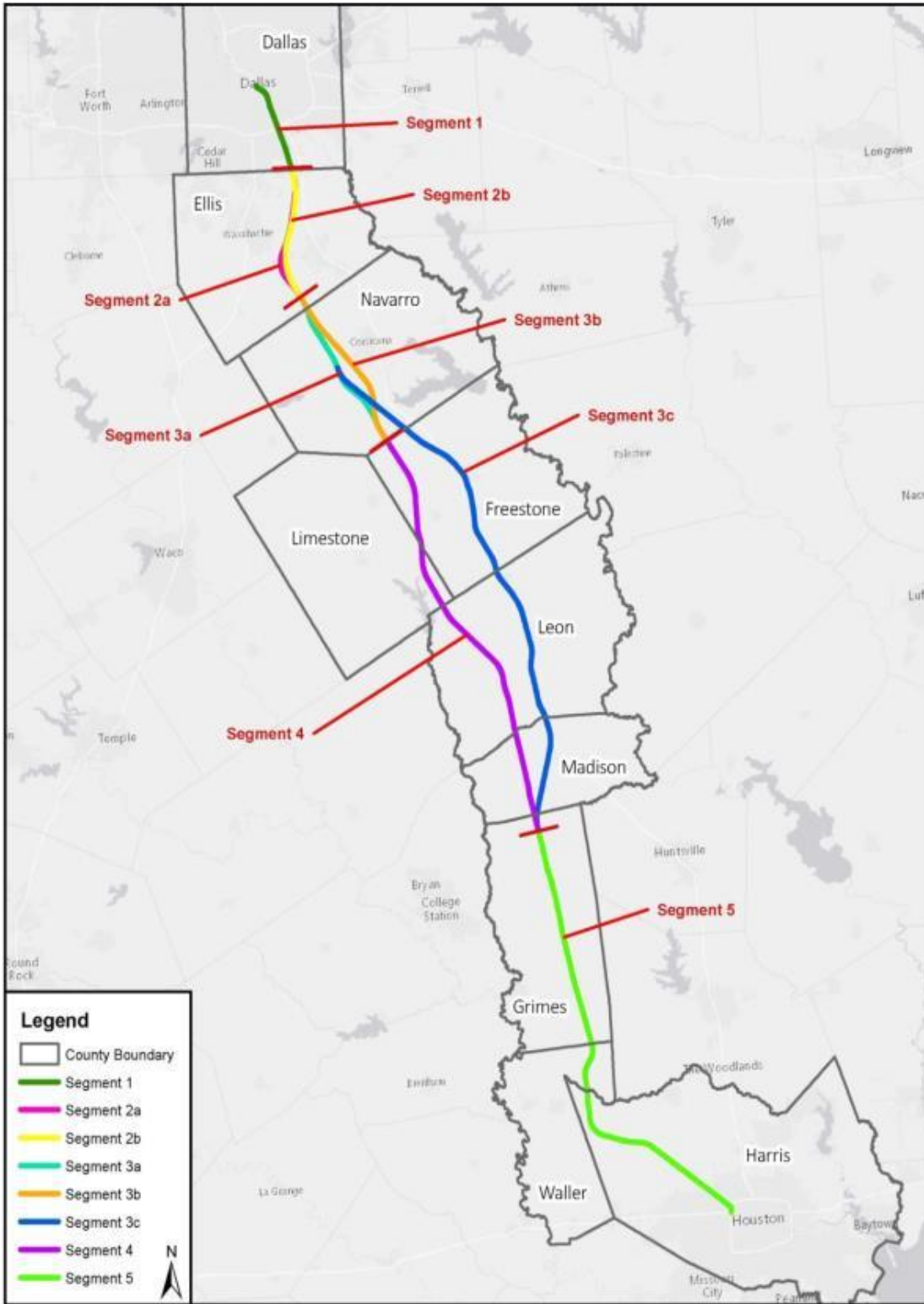


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

City of Corsicana  
Karie Denny, Main Street Manager /HPO  
200 North 12th Street  
Corsicana, TX 75110

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Denny,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

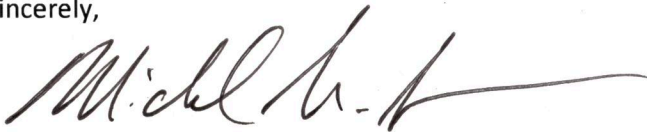
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

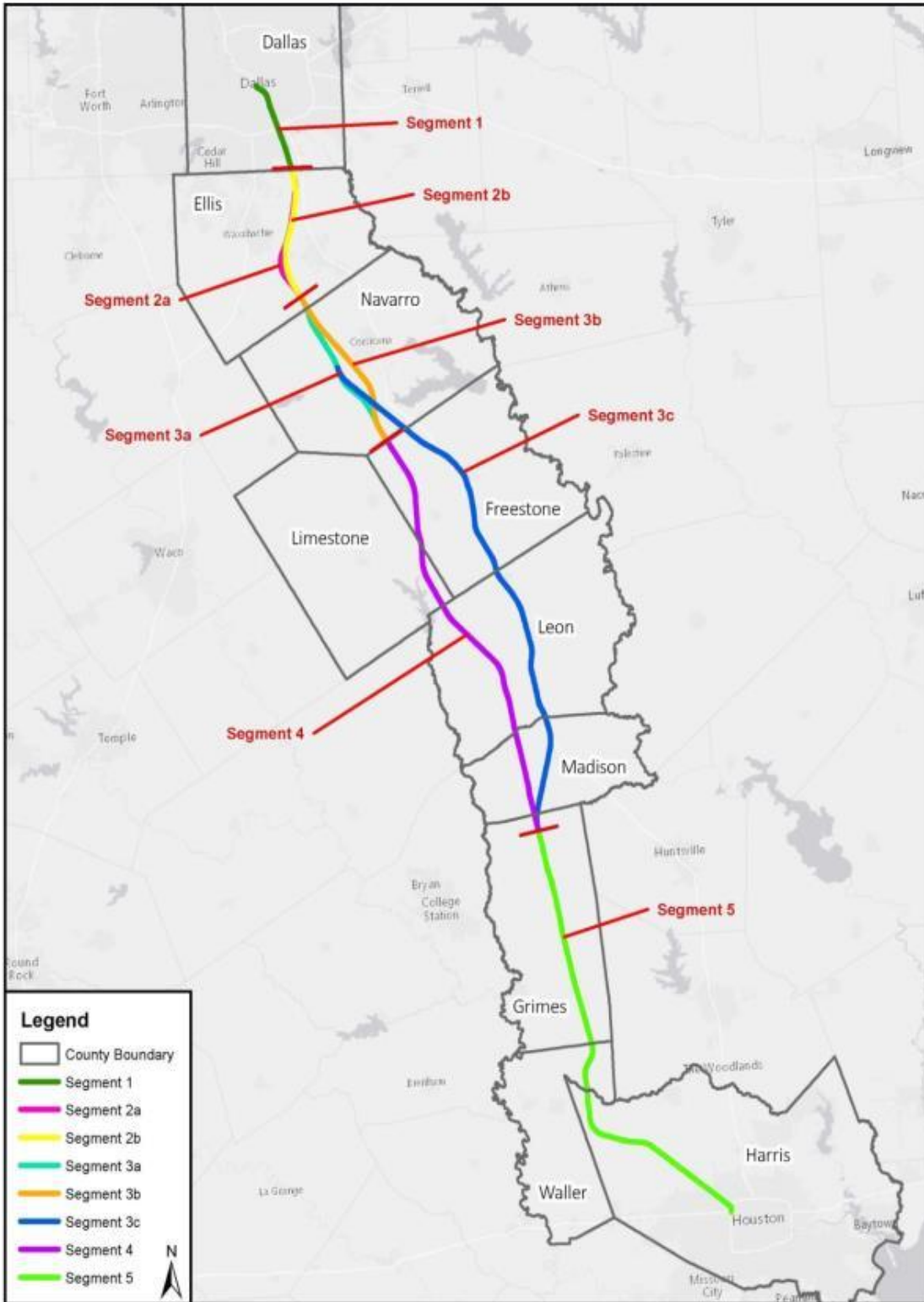


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

City of Corsicana  
Sara Beth Wilson, Main Street and Tourism Director/HPO  
200 North 12th Street  
Corsicana, TX 75110

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Wilson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
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Alternative E	1, 2b, 3b, 4, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

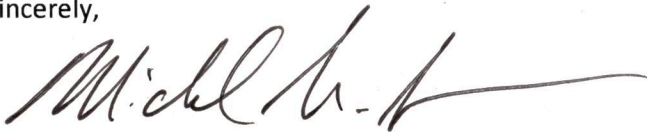
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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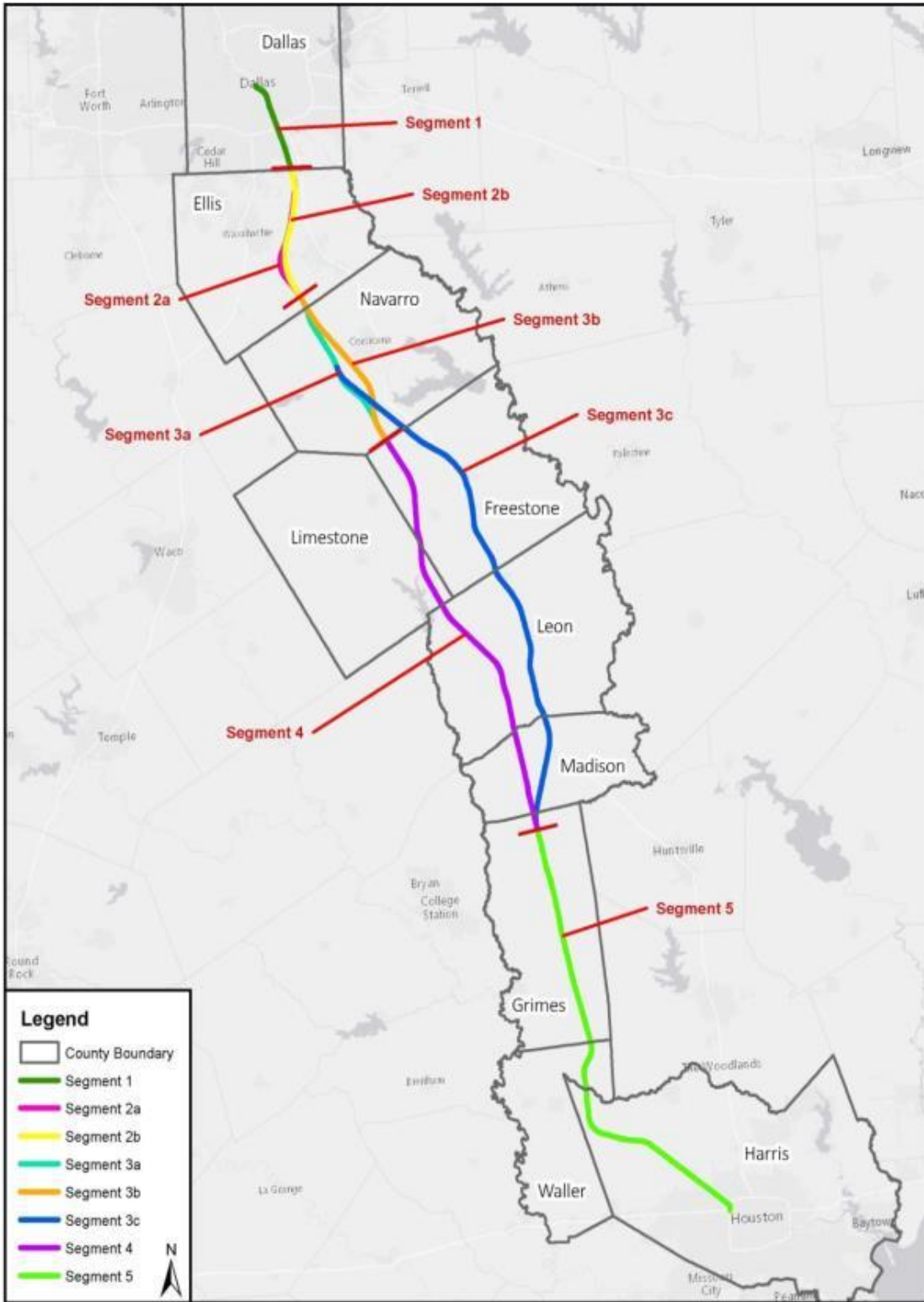


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Navarro County Historical Commission  
Bruce McManus, Chairman  
3019 McKnight Lane  
Corsicana, TX 75110

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. McManus,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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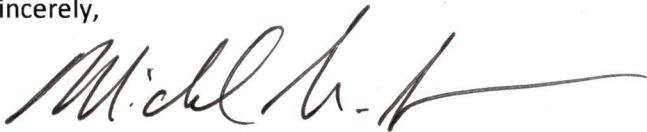
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Michael Johnsen  
Supervisory Environmental Protection Specialist

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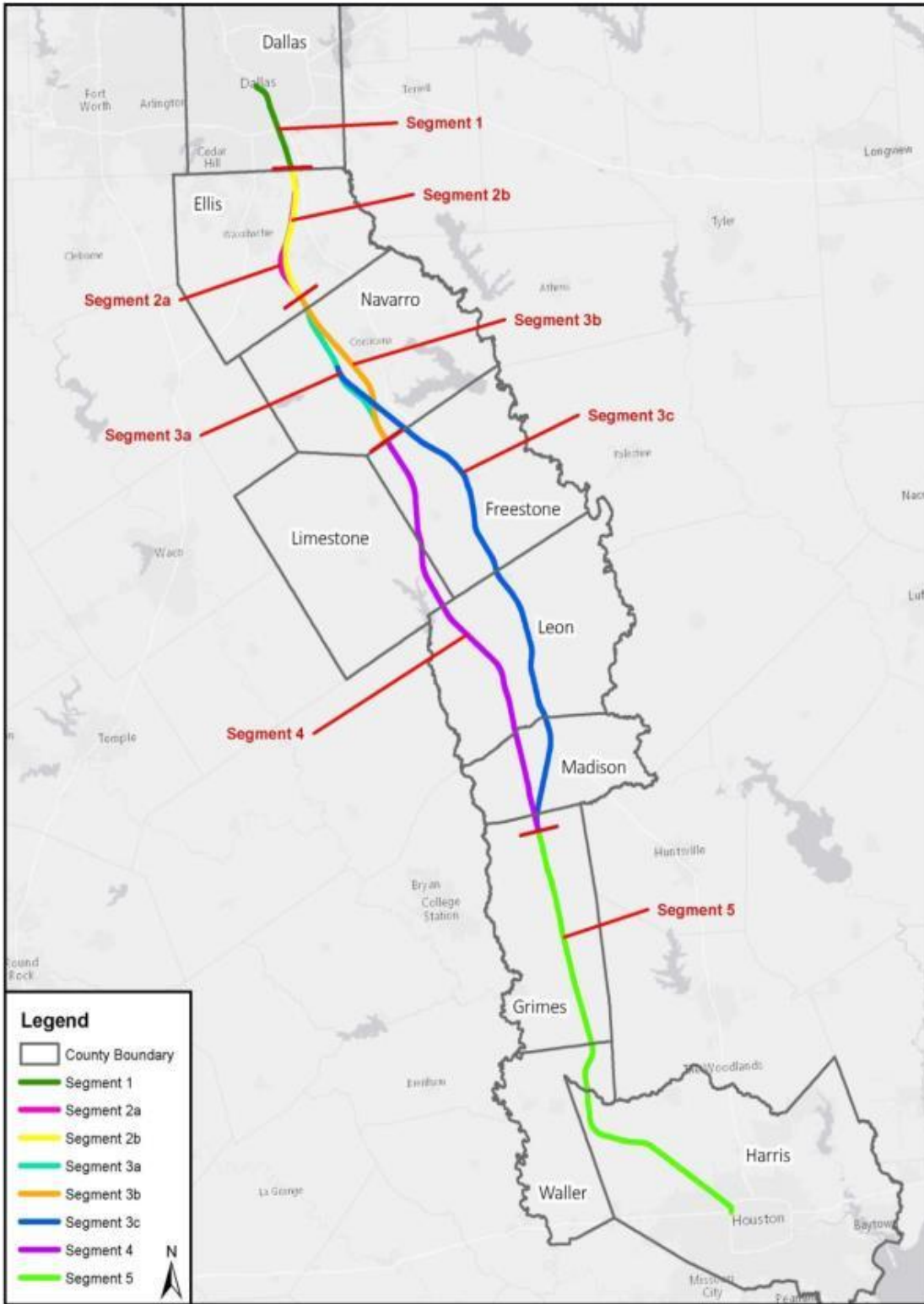


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Freestone County Historical Commission  
Brad Pullin, Chairman  
245 FM 833 West  
Streetman, TX 75840

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Pullin,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

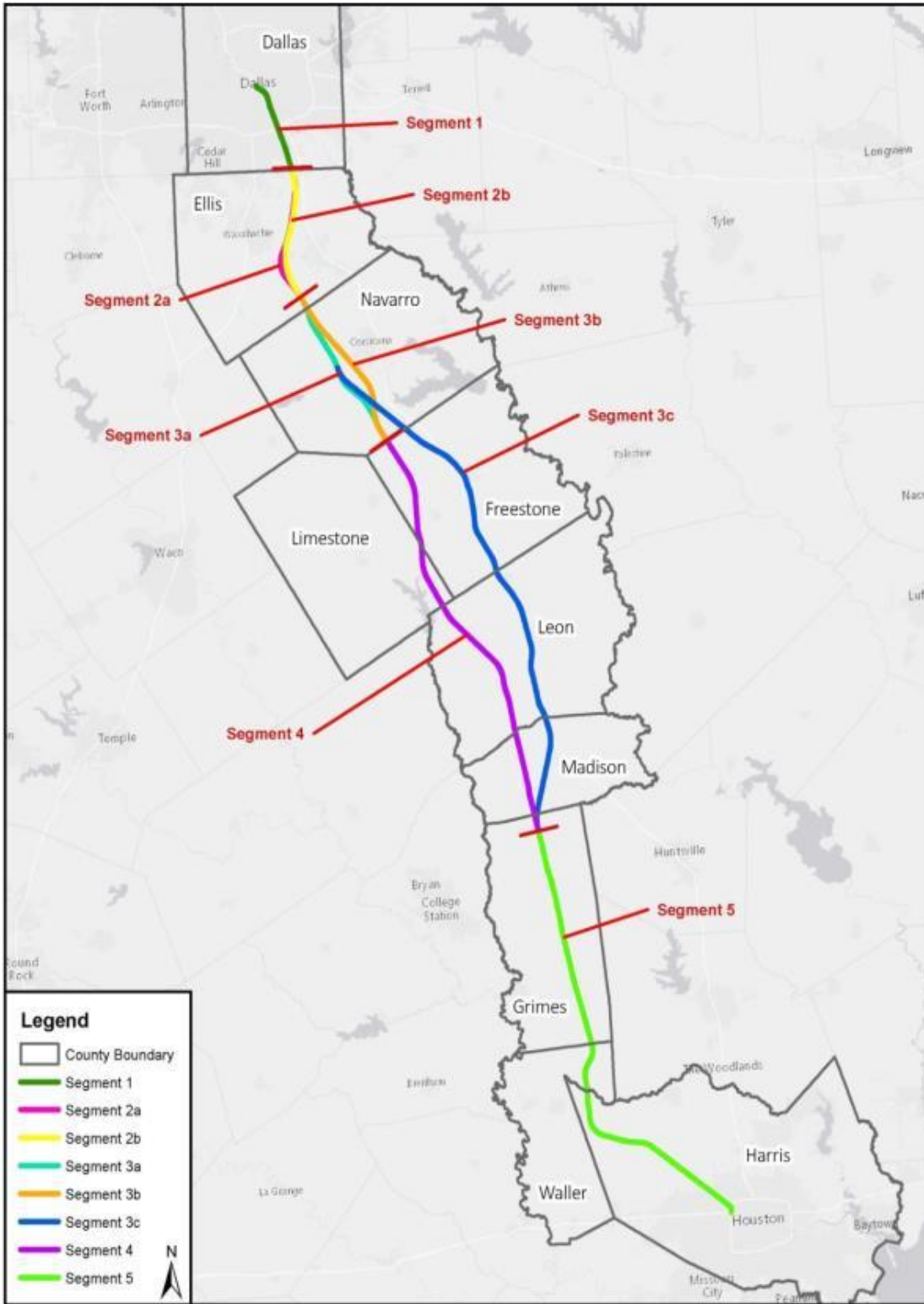


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Limestone County Historical Commission  
William Reagan  
P.O. Box 612  
Groesbeck, TX 76642

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Reagan,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

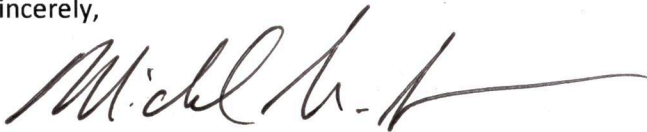
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

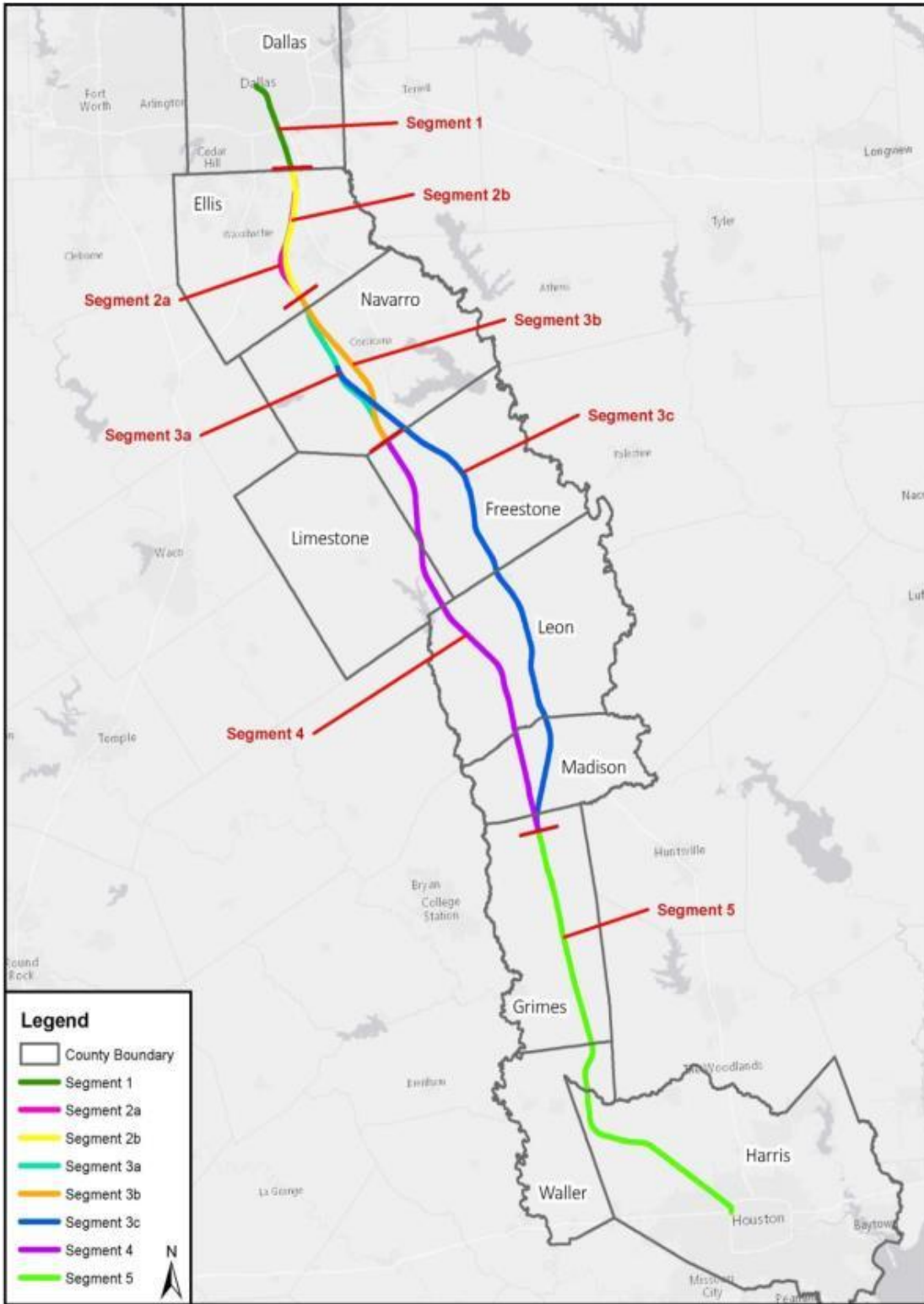


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Leon County Historical Commission  
Ray Gaskin, Chairman  
**NO ADDRESS**

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Leon County Historical Commission Gaskin,,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

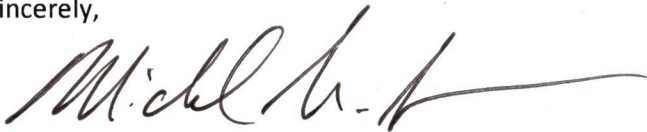
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- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
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For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

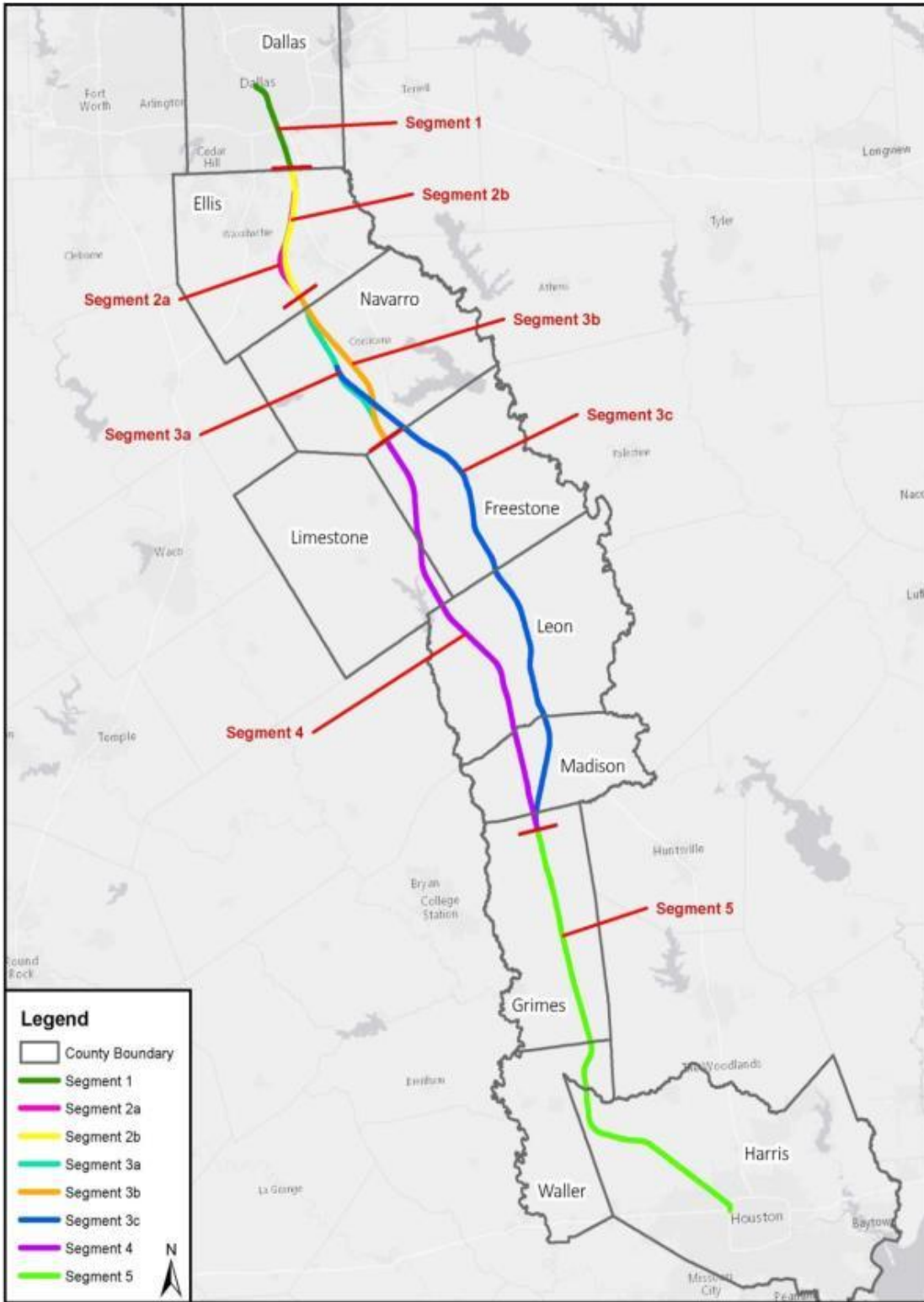


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

County of Leon THC  
Charlcie Casey  
PO Box 866  
Buffalo, TX 75833

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Casey,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

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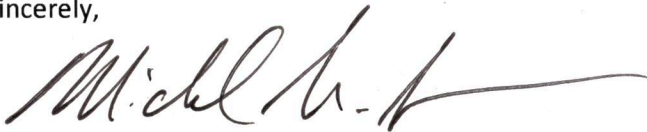
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map



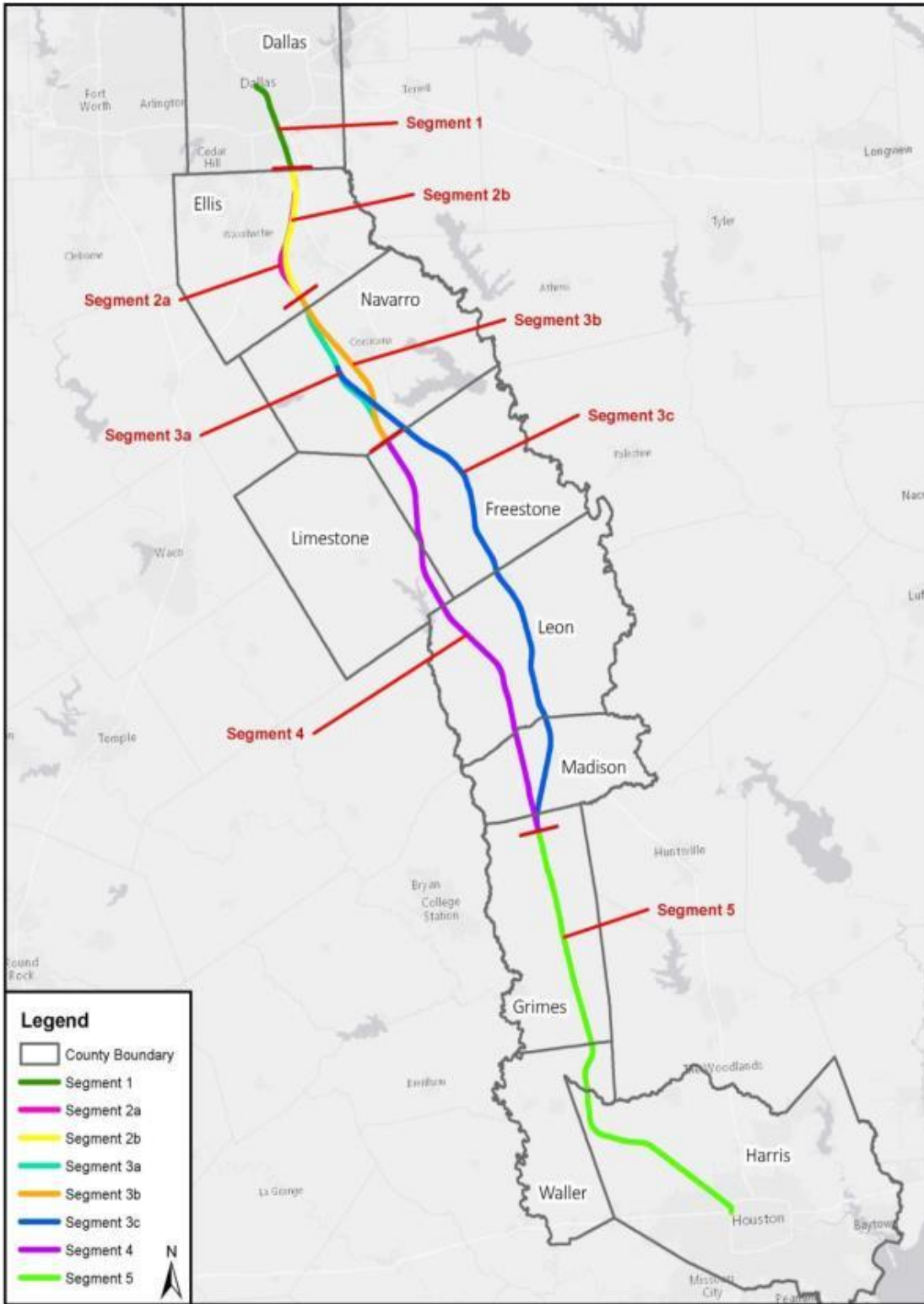


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Madison County Historical Commission  
Bonne Hendrix  
802 S. May Street  
Madisonville, TX 77864

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Hendrix,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

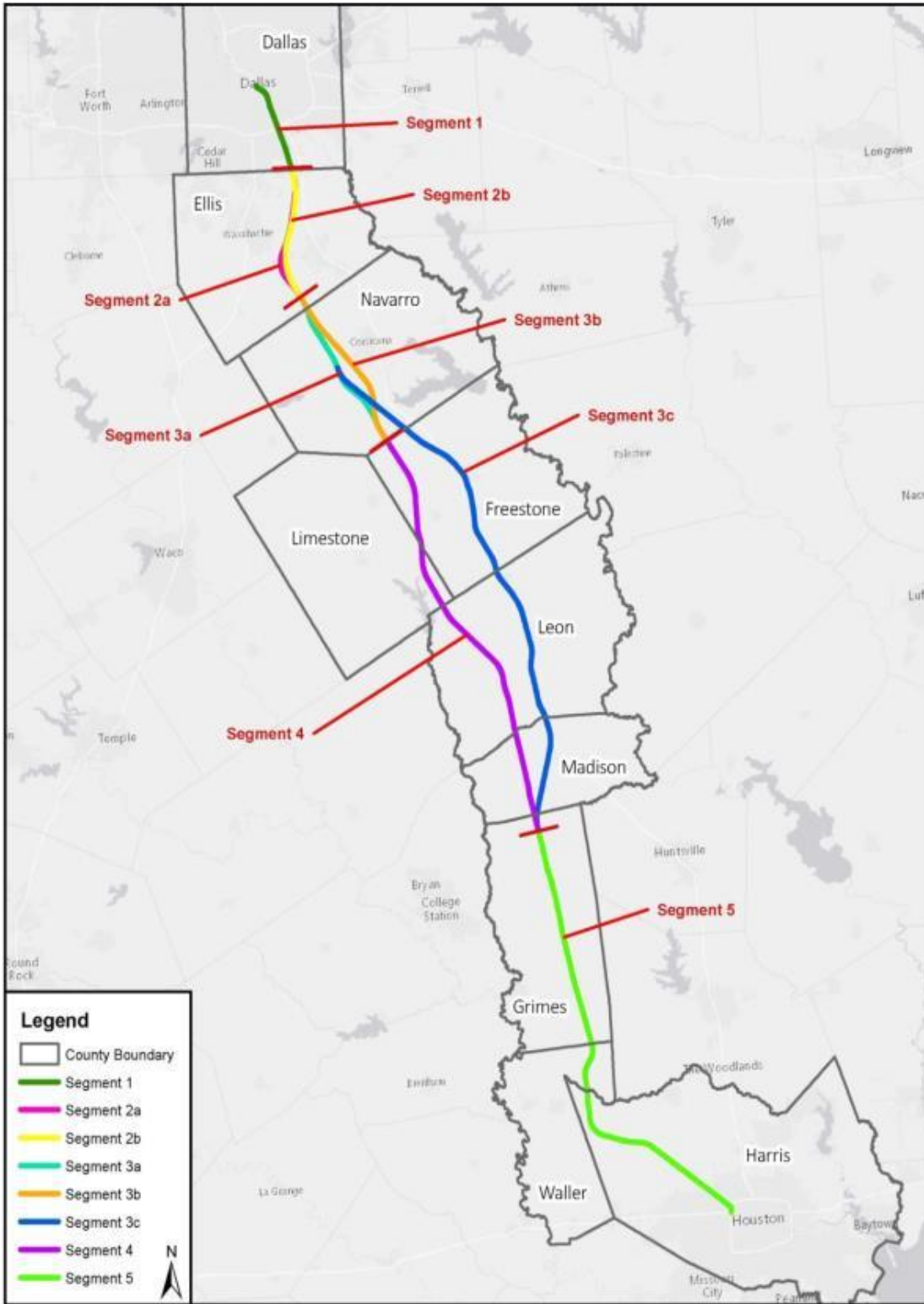


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Madison County Historical Commission  
Sonny Knight  
P.O. Box 925  
Madisonville, TX 77864

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Knight,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

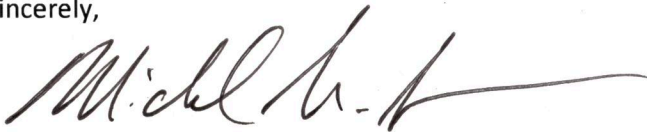
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

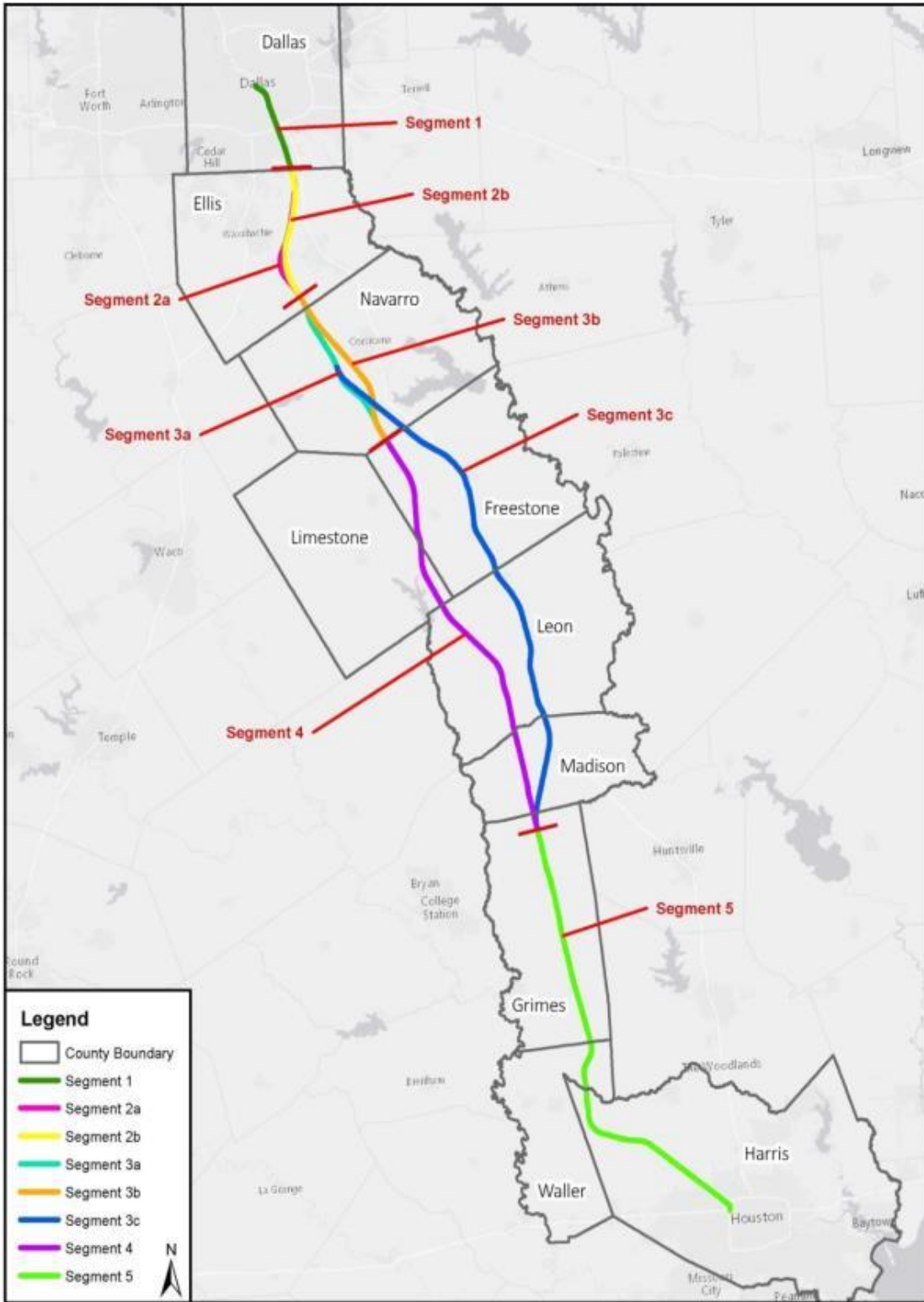


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

County of Grimes THC  
Denise Upchurch  
9927 FM 1696  
Bedias, TX 77830

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Upchurch,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

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**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

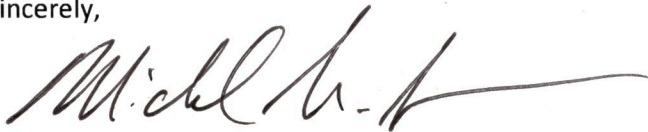
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

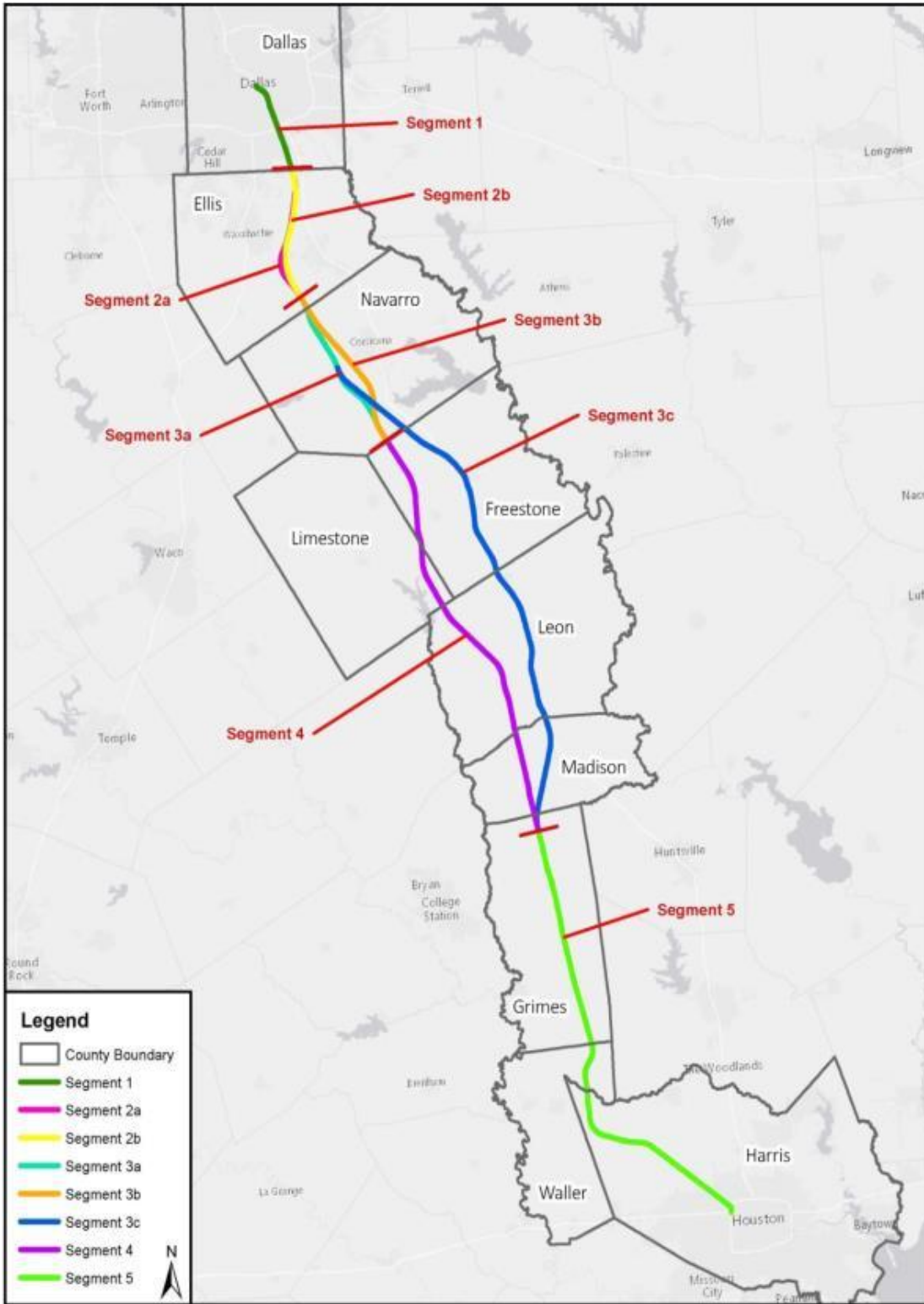


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Grimes County Historical Commission  
Joe Fultz, Vice Chairman

**NO ADDRESS**

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Grimes County Historical Commission Fultz,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

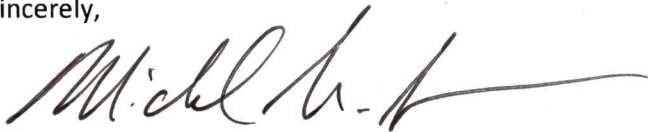
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

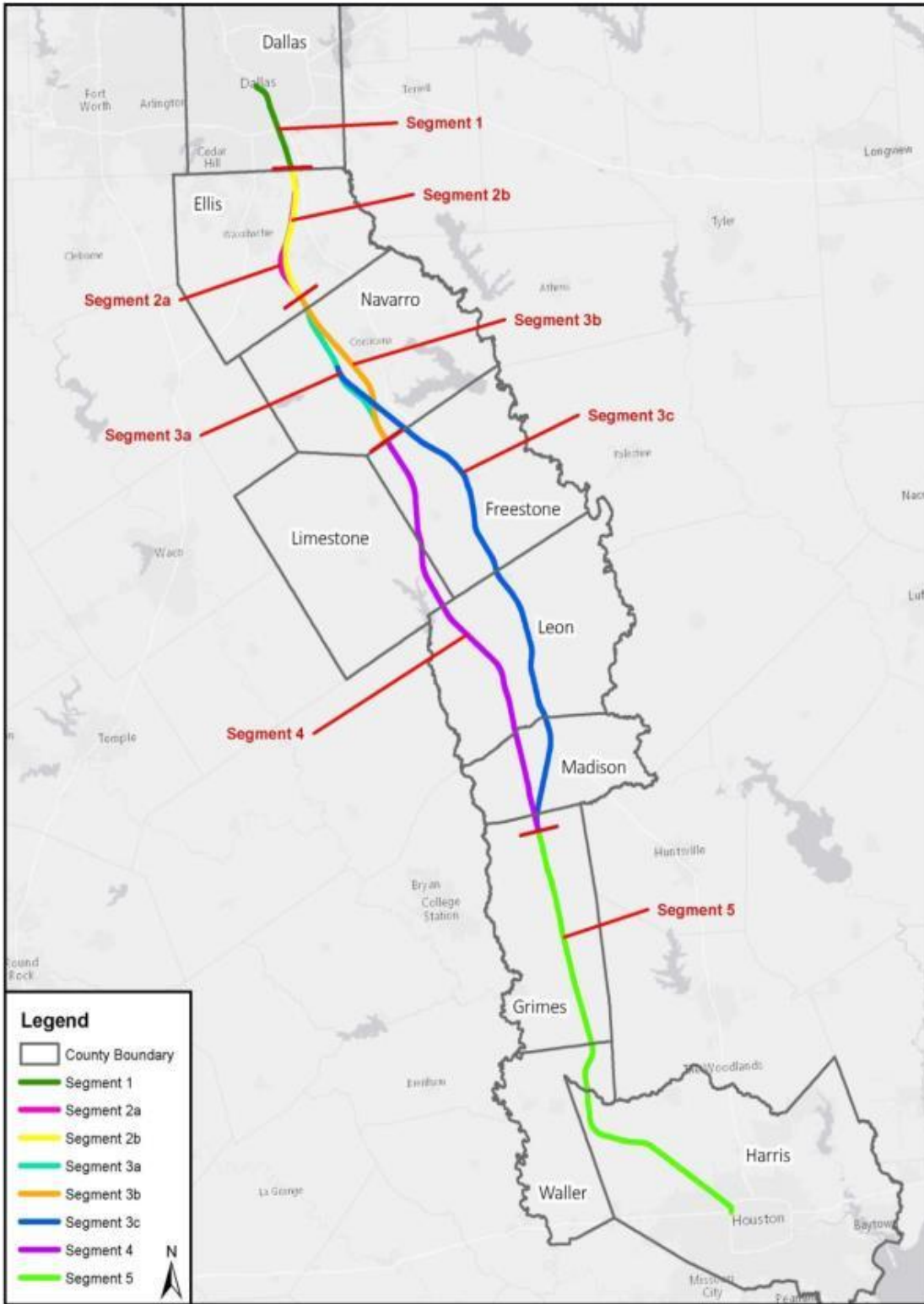


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

January 25, 2018



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Grimes County Historical Commission  
Russell Cushman, Chairman  
403 Holland  
Navasota, TX 77868

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Cushman,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public information hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

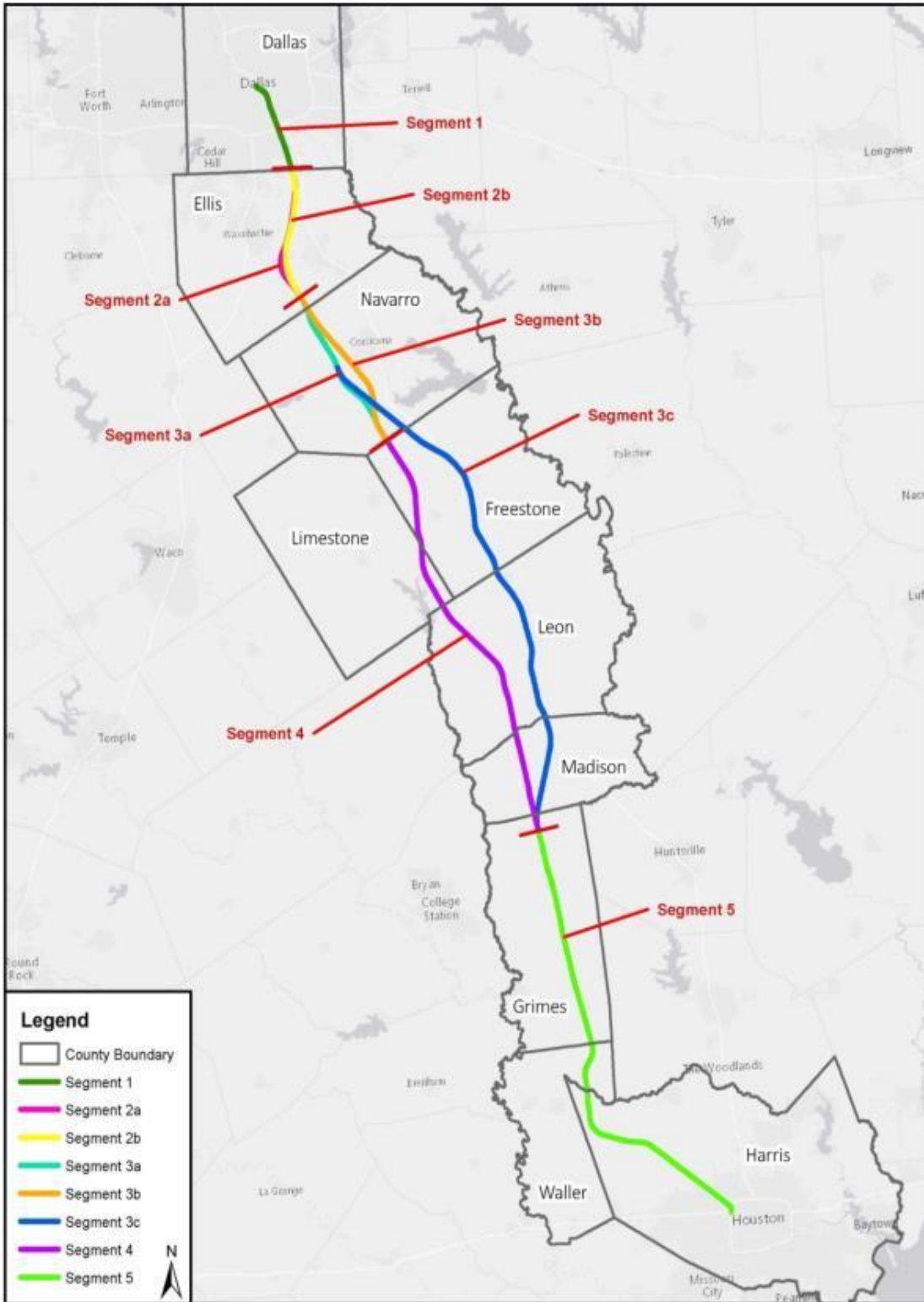


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Waller County Historical Commission  
Truett Bell, Chairman  
PO Box 9  
Pattison, TX 77445

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Bell,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

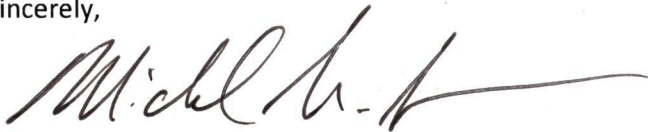
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For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

Michael Johnsen  
Supervisory Environmental Protection Specialist

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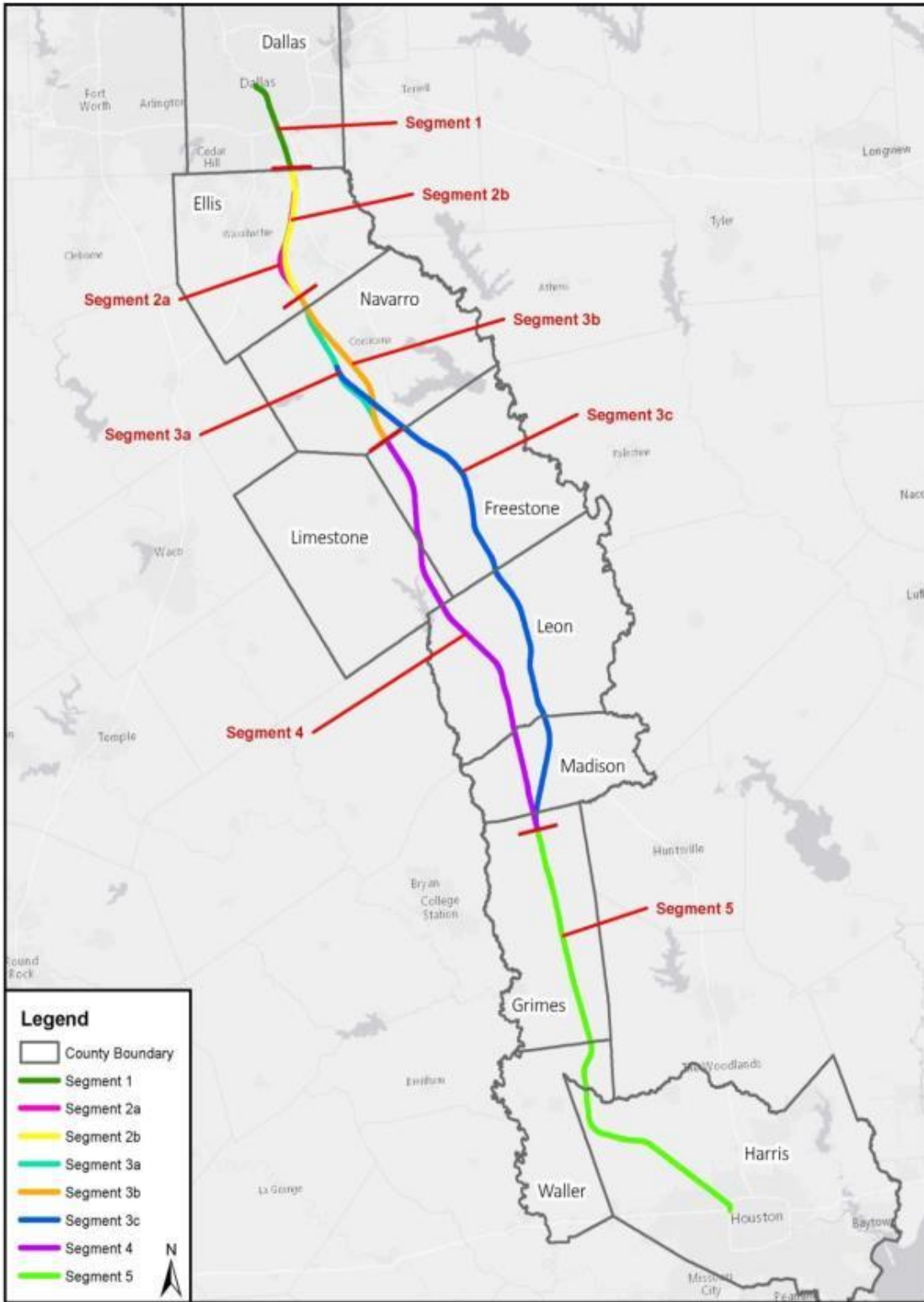


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Harris County Historical Commission  
Janet Wagner, Chairperson  
710 North Post Oak Road  
#400  
Houston, TX 77002

**RE: Continuation of Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Wagner,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified you regarding the Project by letters dated February 23, 2015 and January 12, 2016. The purpose of this current letter is to provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No-Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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For interactive maps of the Project area, please visit the applicants' website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to you and your organization. Through continued communication, we hope to incorporate into the cultural resources surveys any locations of cultural significance, determine Project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist

Attachment: Map

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

Michael Johnsen  
Supervisory Environmental Protection Specialist

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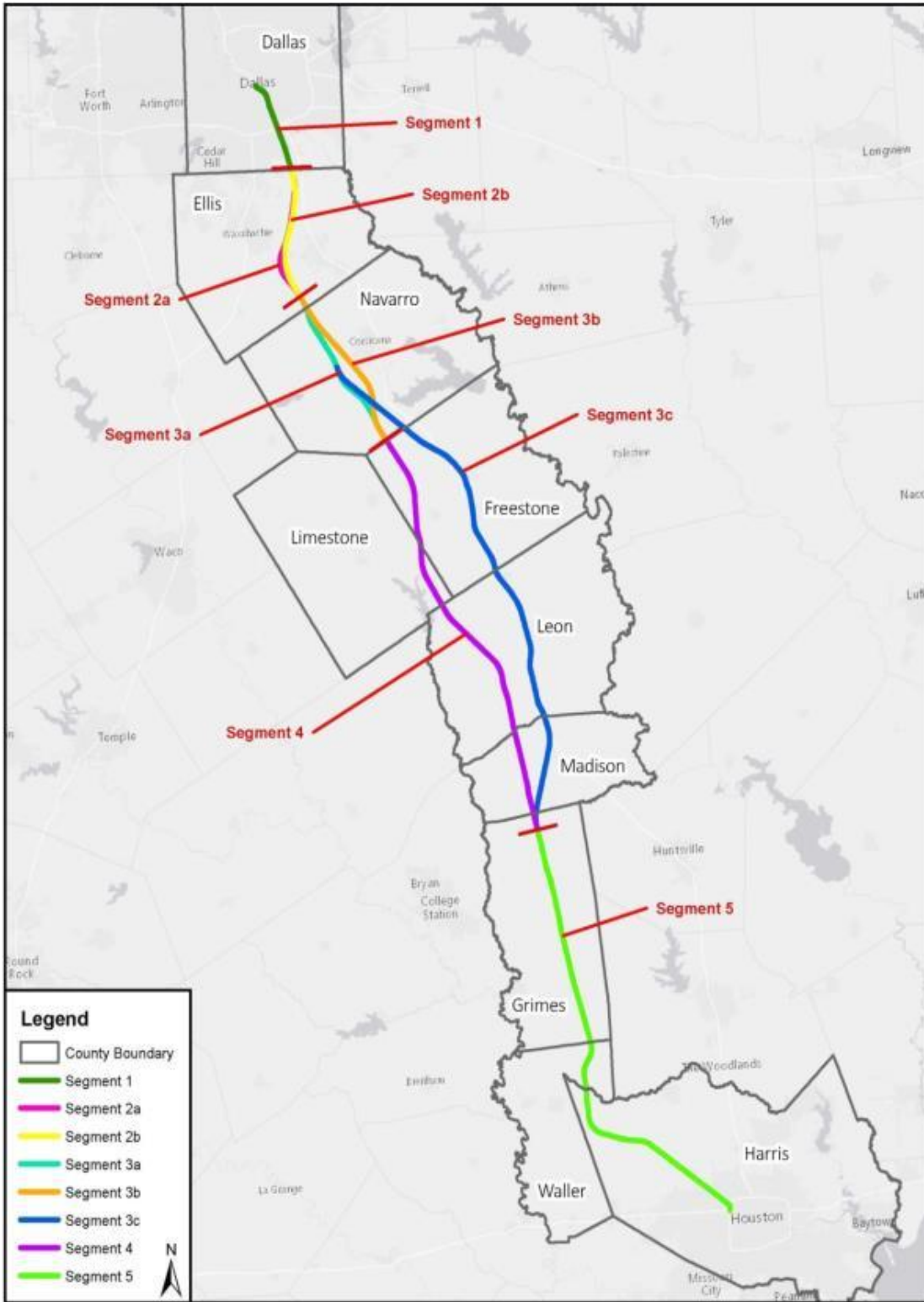


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





May 14, 2018

Advisory Council on Historic Preservation  
Christopher Wilson  
401 F Street NW, Suite 308  
Washington, DC 20001-2637

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Wilson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

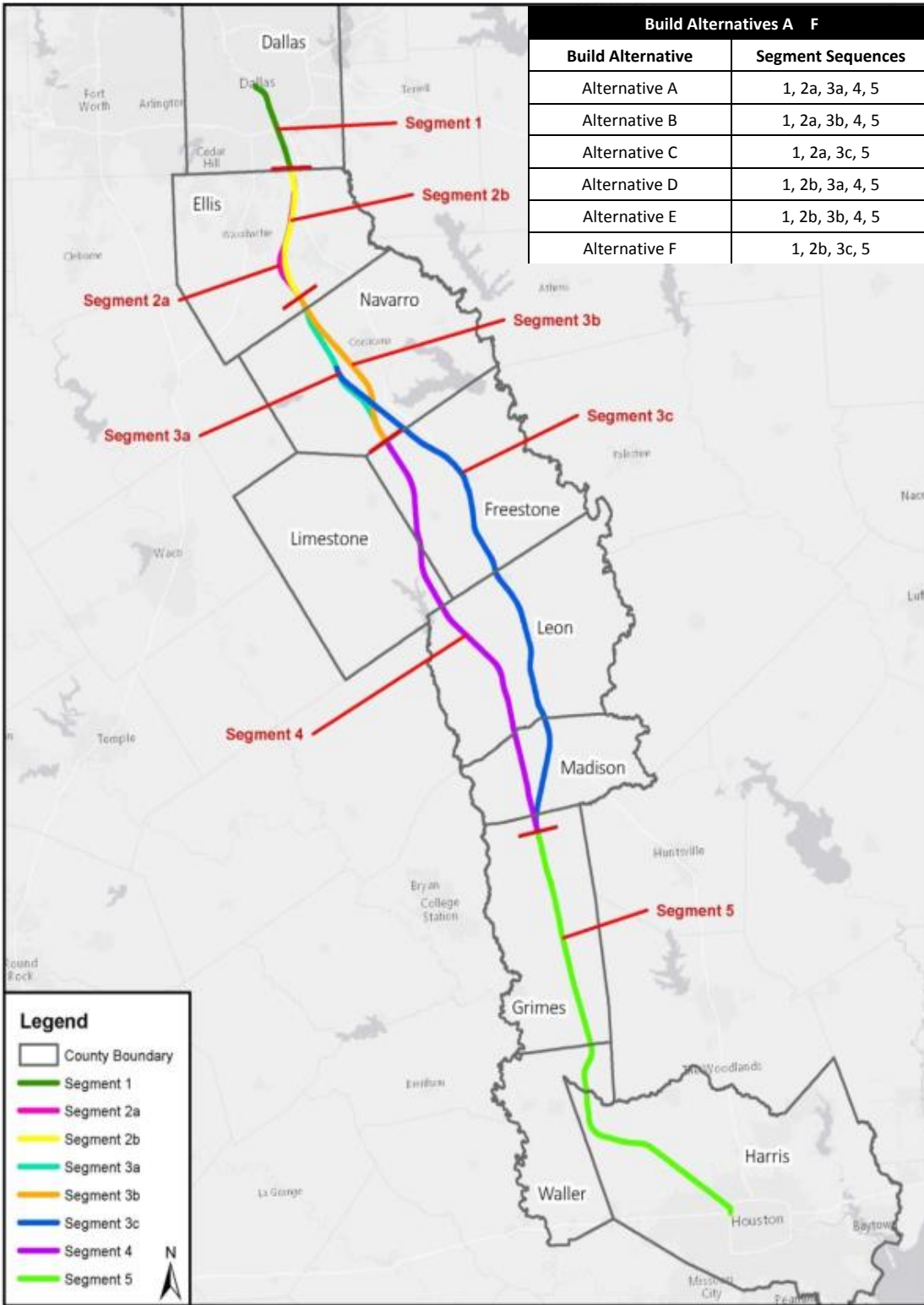
Due to the geographic span of the Project, FRA is unable to find a convenient and accessible location for all consulting parties. Therefore, the consultation meeting will be held via a webinar and all future correspondence will be done electronically. In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the meeting via webinar. Please ensure FRA has your correct electronic contact information, so that you receive timely and important notification about the development of this Programmatic Agreement.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**

May 14, 2018



Texas Historical Commission  
Mark Wolfe  
Texas State Historic Preservation Officer  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

Due to the geographic span of the Project, FRA is unable to find a convenient and accessible location for all consulting parties. Therefore, the consultation meeting will be held via a webinar and all future correspondence will be done electronically. In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the meeting via webinar. Please ensure FRA has your correct electronic contact information, so that you receive timely and important notification about the development of this Programmatic Agreement.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

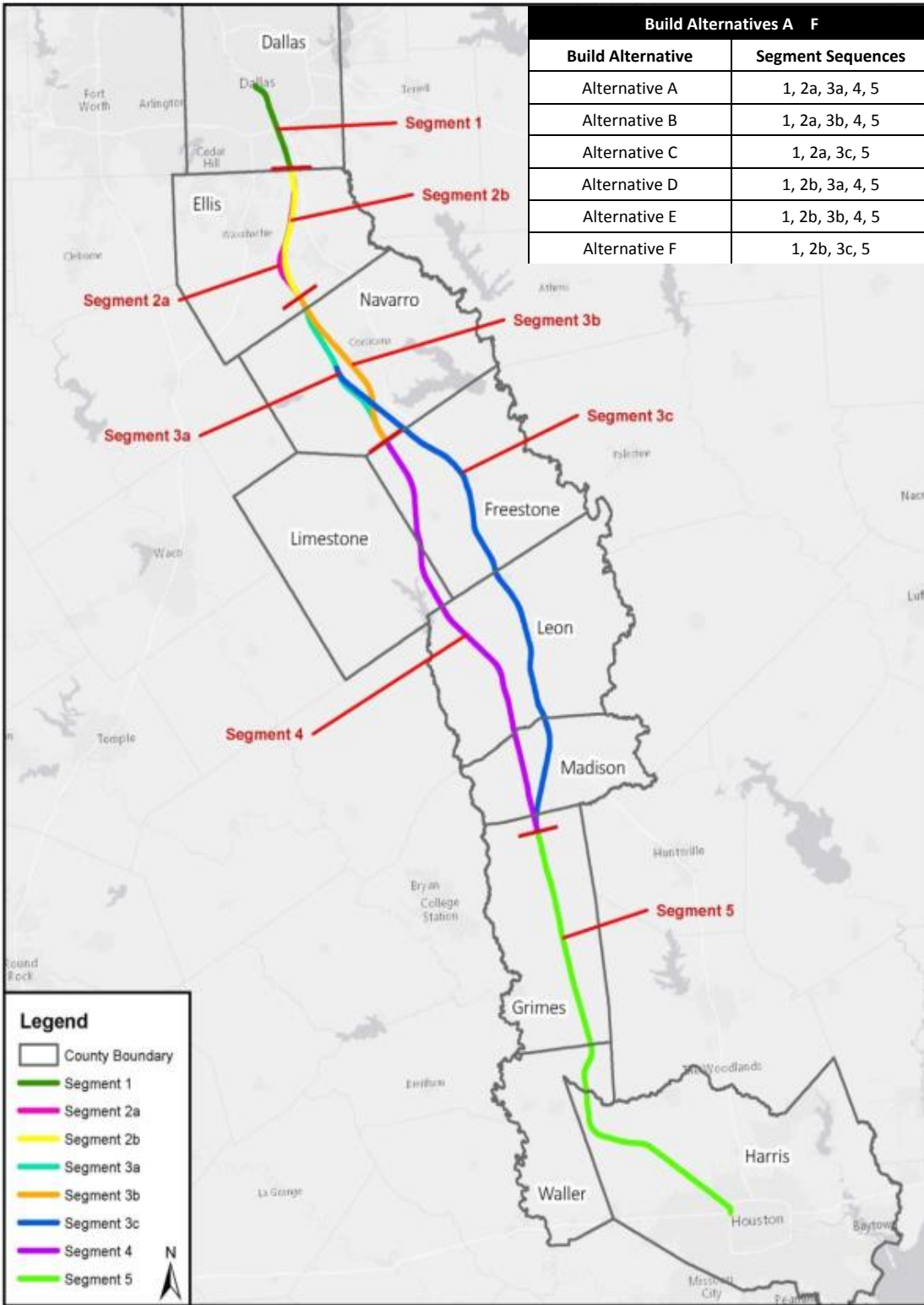


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

U.S. Army Corps of Engineers - Ft. Worth District  
Darvin Messer  
Regulatory Project Manager  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Messer,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



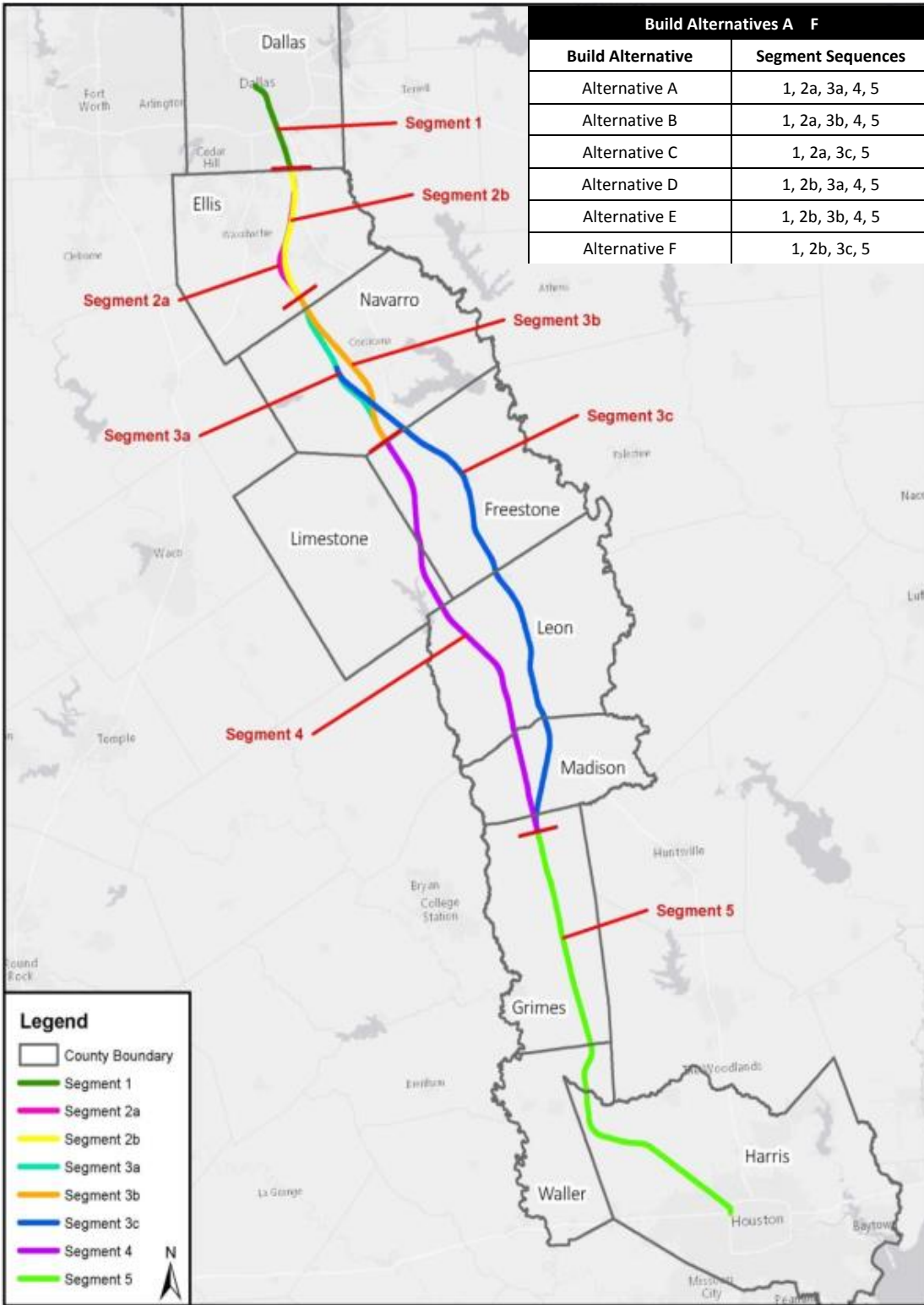


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



U.S. Army Corps of Engineers - Ft. Worth District  
Jimmy Barrera  
Regulatory Archaeologist / Project Manager  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Barrera,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

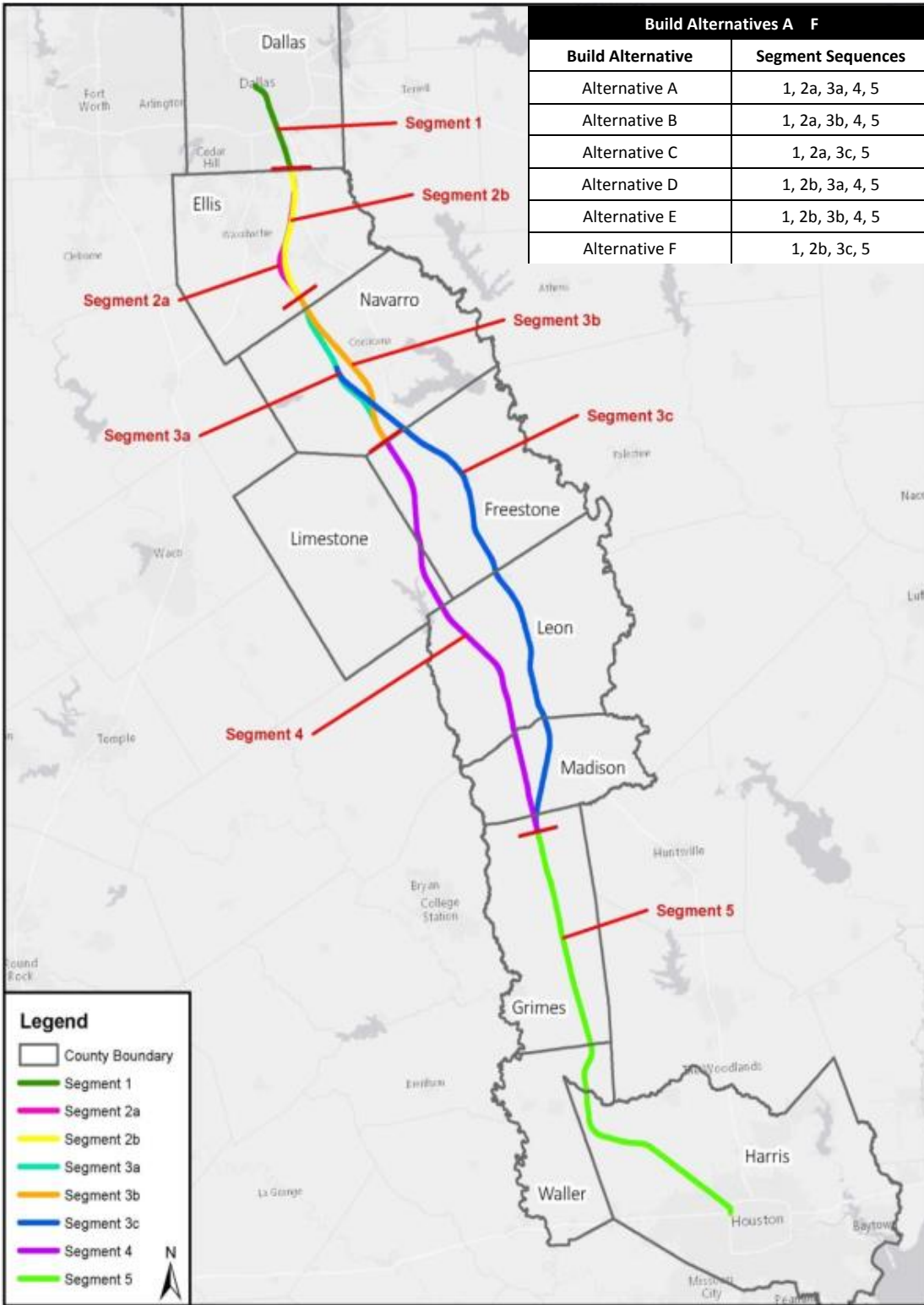


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



U.S. Army Corps of Engineers - Galveston District  
Felicity Dodson  
Regulatory Project Manager  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Dodson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

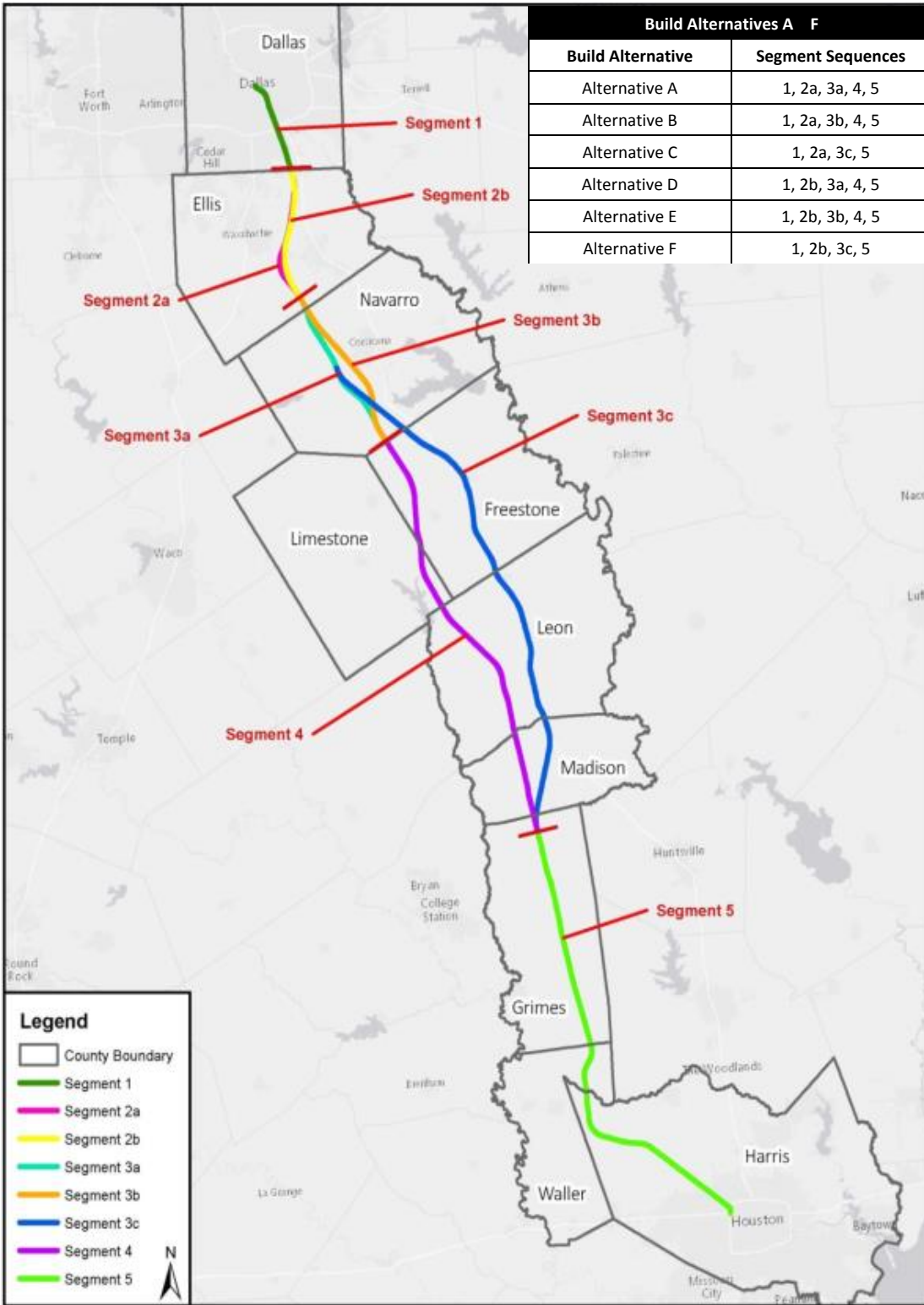
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**

May 14, 2018



U.S. Army Corps of Engineers - Galveston District  
Jerry L. Androy  
Regulatory Staff Archaeologist  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Androy,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

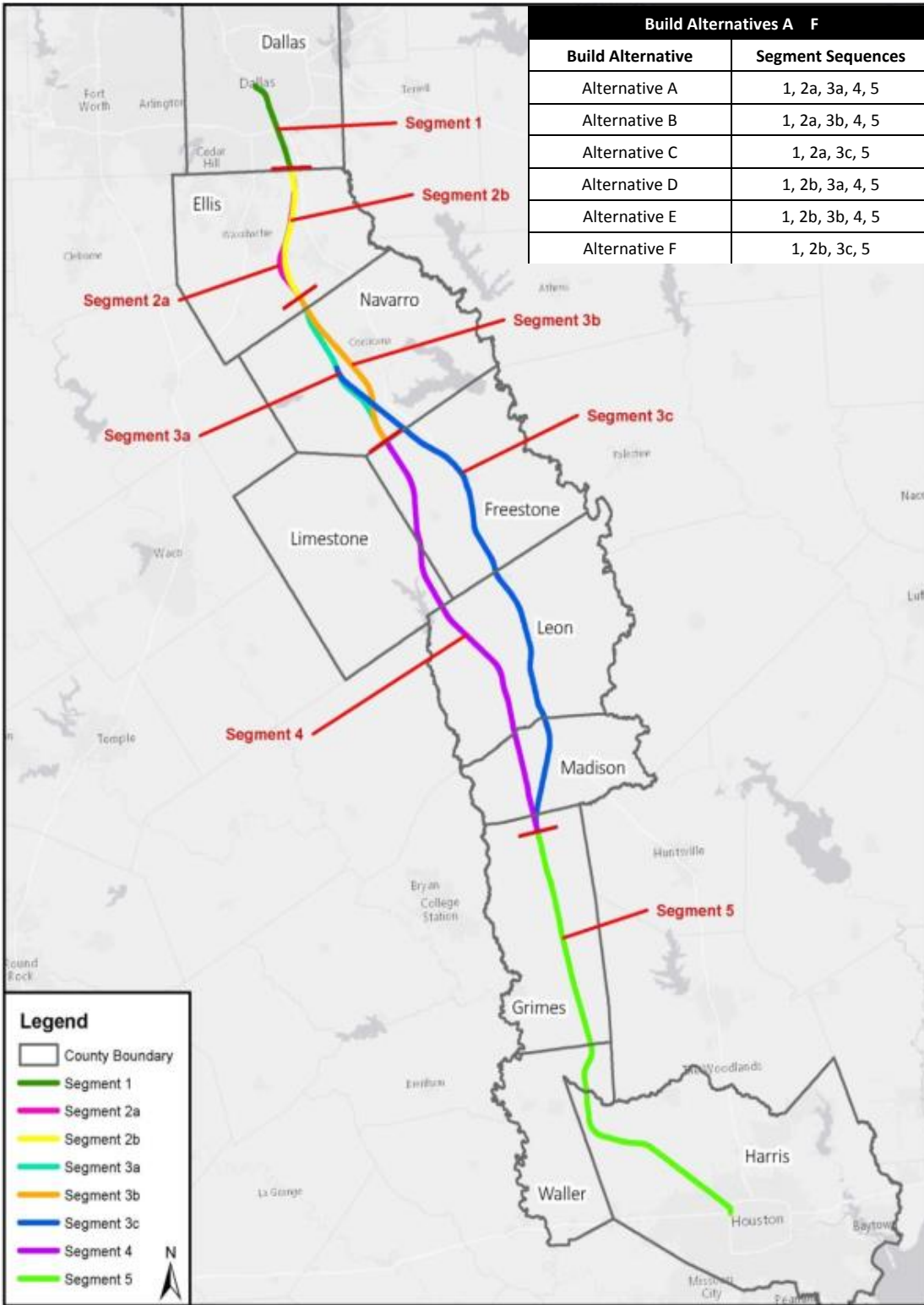


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



Texas Department of Transportation  
Melissa Neeley  
Rail Projects Manager  
125 E. 11th Street  
Austin, TX 78701-2483

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Neeley,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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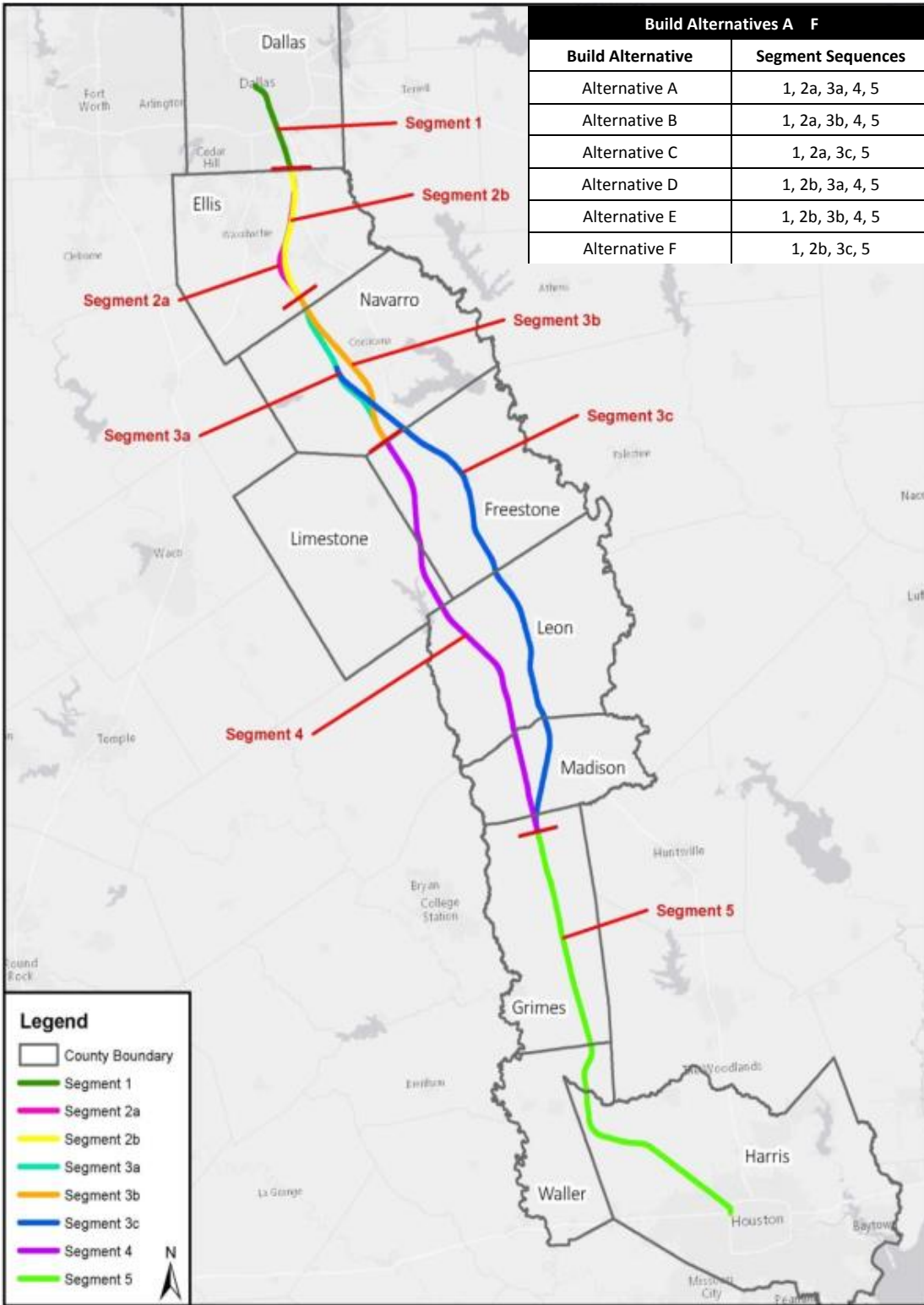
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Preservation Texas  
Evan Thompson  
Executive Director  
P.O. Box 12832  
Austin, TX 78711

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Thompson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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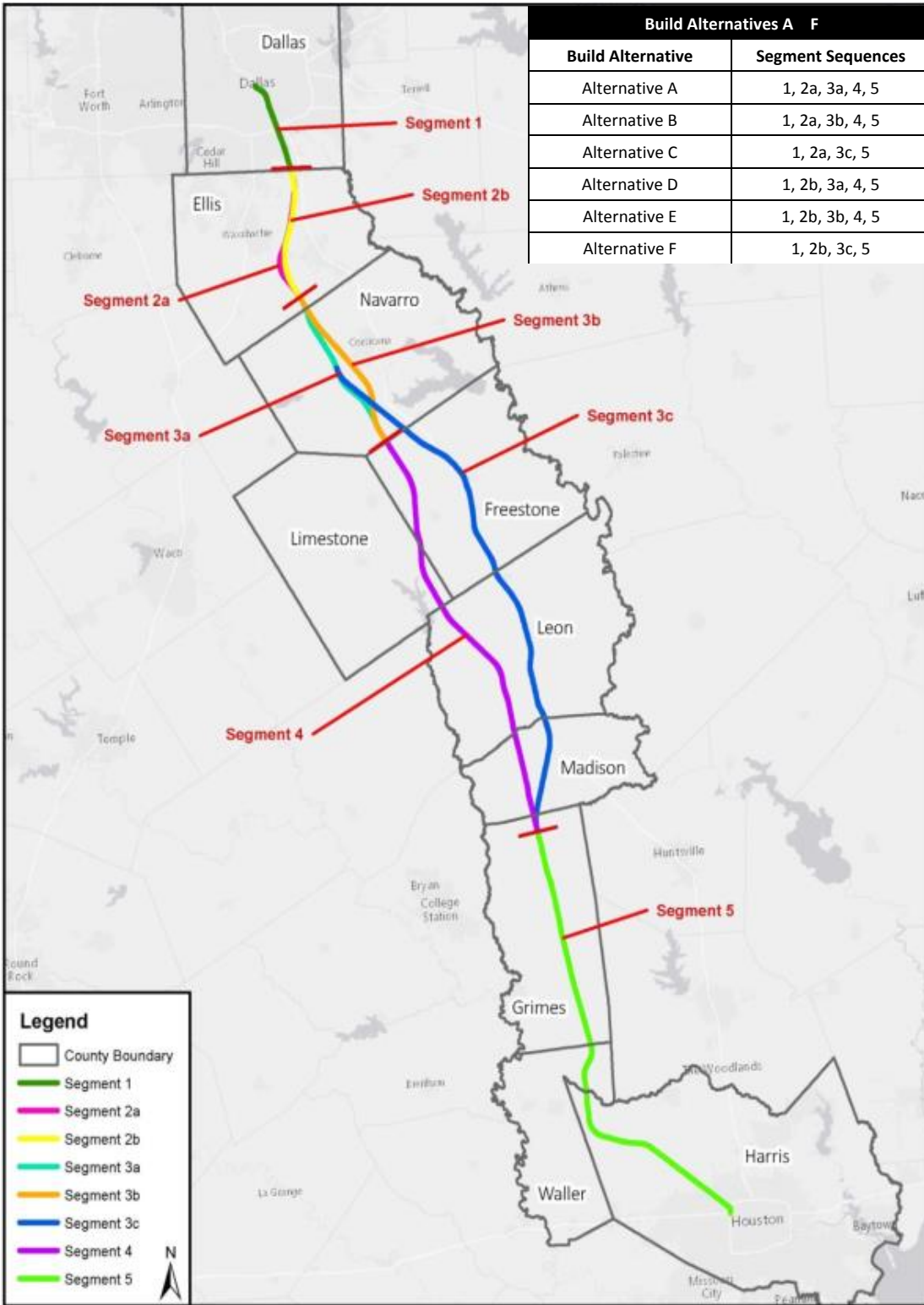
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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**





May 14, 2018

County of Dallas THC  
Don Baynham  
5806 Firecrest Drive  
Garland, TX 75202

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Baynham,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

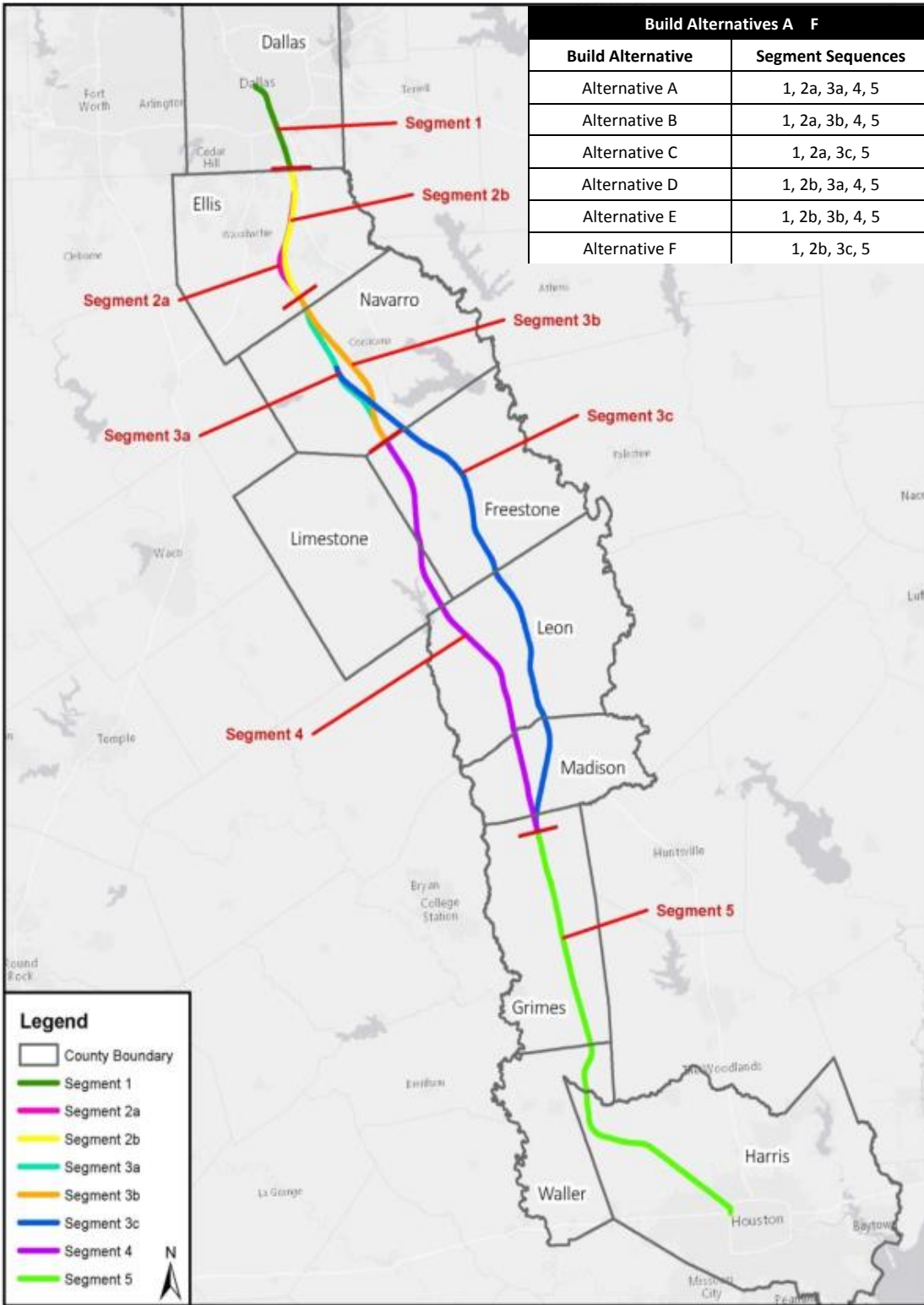


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Preservation Dallas  
David Preziosi  
Executive Director  
2922 Swiss Avenue  
Dallas, TX 75204

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Preziosi,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

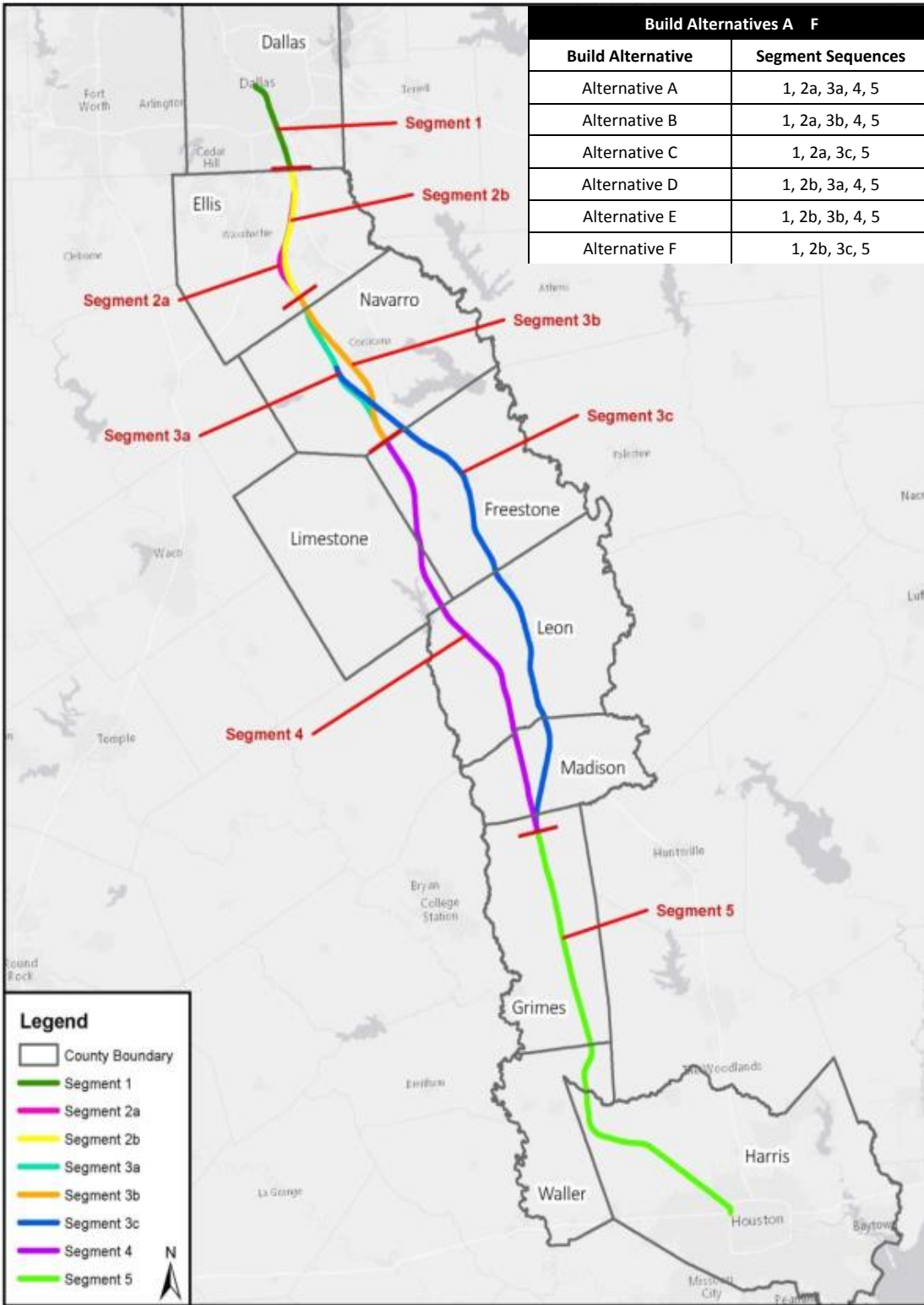


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Dallas  
Mark Doty  
Historic Preservation Officer  
1500 Marilla Street, Room 5BN  
Dallas, TX 75201

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Doty,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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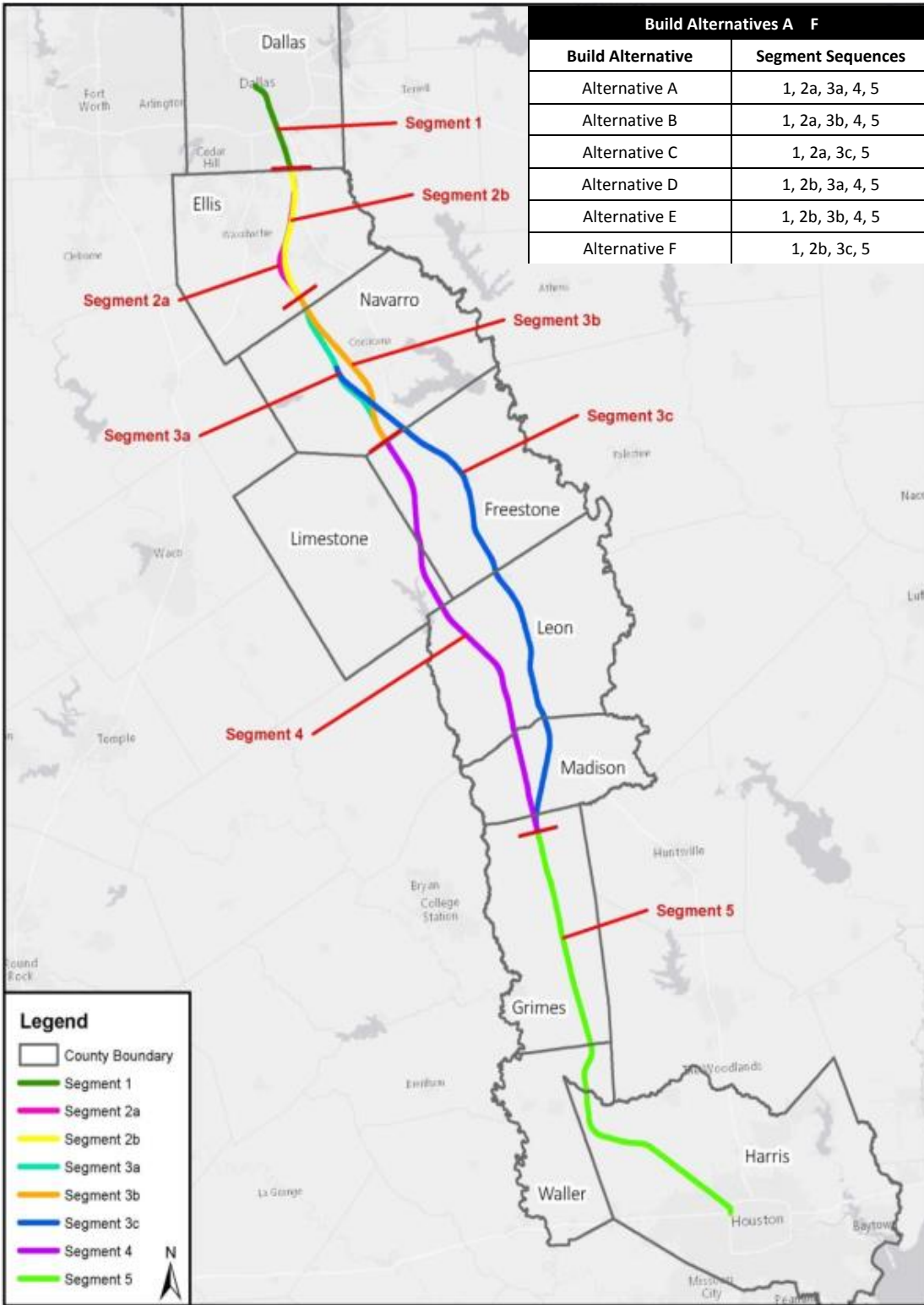
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Dallas County Historical Commission  
Fred Durham  
Chairman  
411 Elm Street, 3rd Floor  
Dallas, TX 75202

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Durham,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

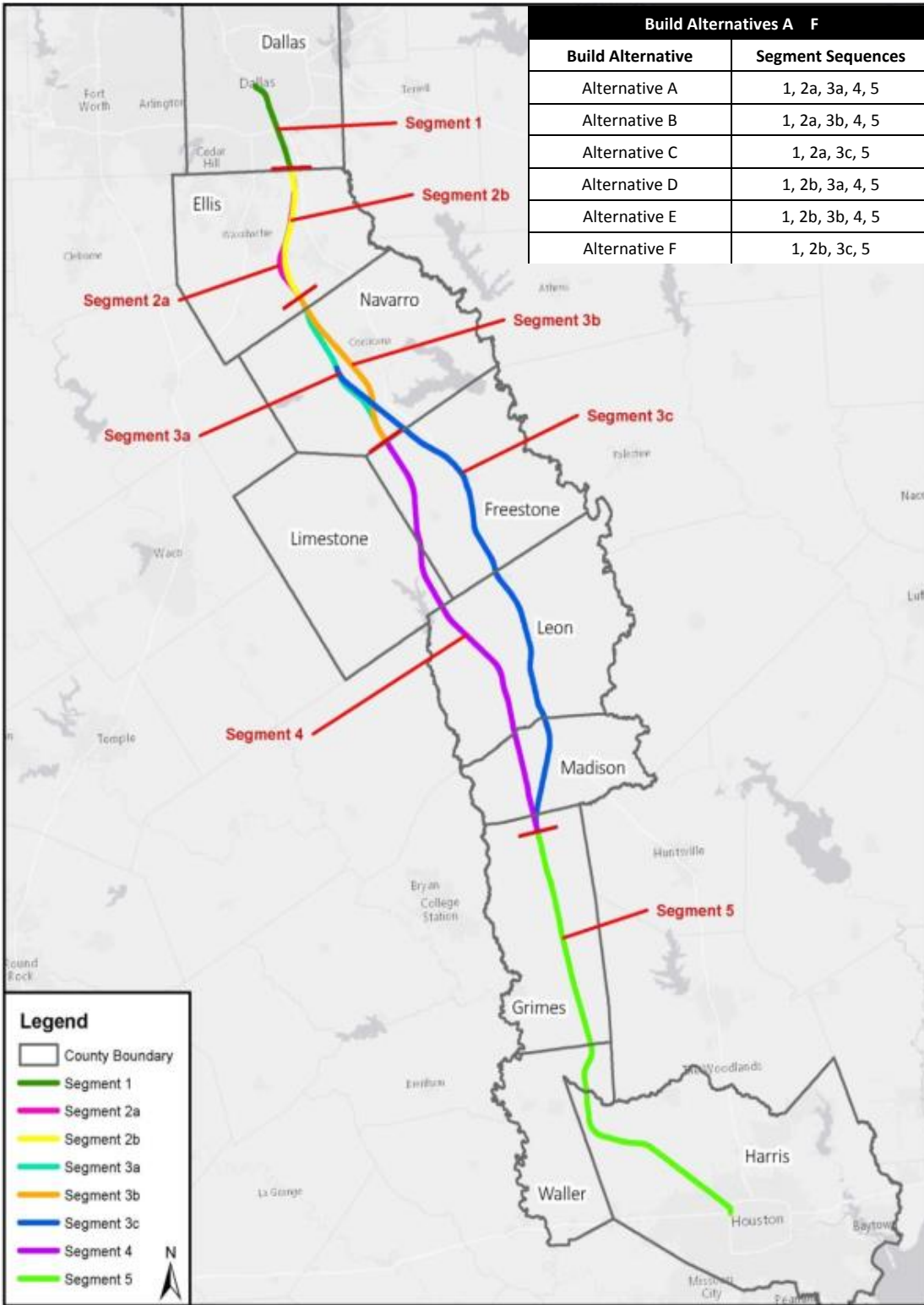


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Ellis County Historical Commission  
Sylvia Stanford-Smith  
Chairperson  
P.O. Box 175  
Waxahachie, TX 75165

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Stanford-Smith,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

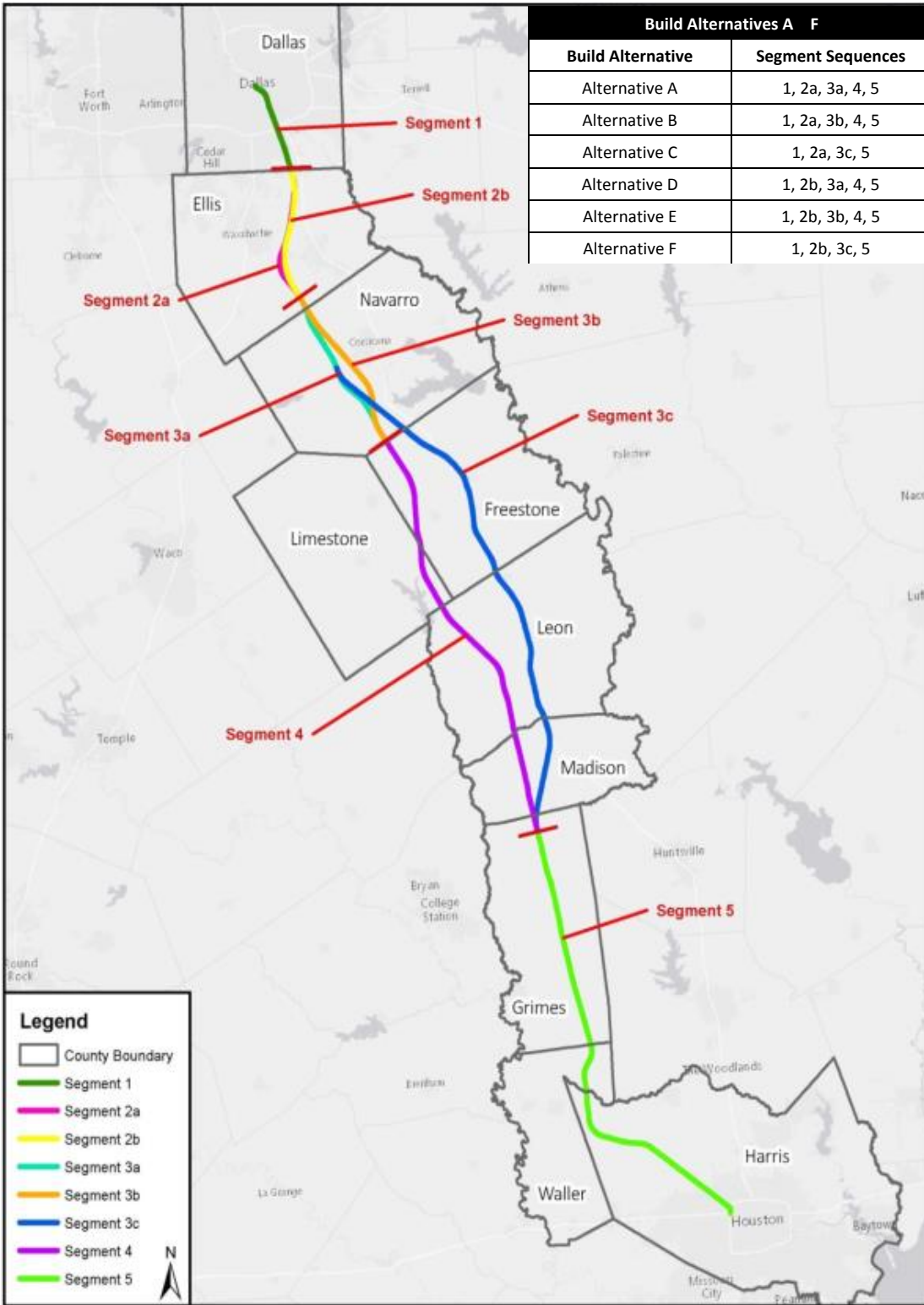


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Ennis  
Marty Nelson  
Economic Development District/CLG  
115 West Brown Street  
Ennis, TX 75119

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Nelson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

Due to the geographic span of the Project, FRA is unable to find a convenient and accessible location for all consulting parties. Therefore, the consultation meeting will be held via a webinar and all future correspondence will be done electronically. In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the meeting via webinar. Please ensure FRA has your correct electronic contact information, so that you receive timely and important notification about the development of this Programmatic Agreement.



If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

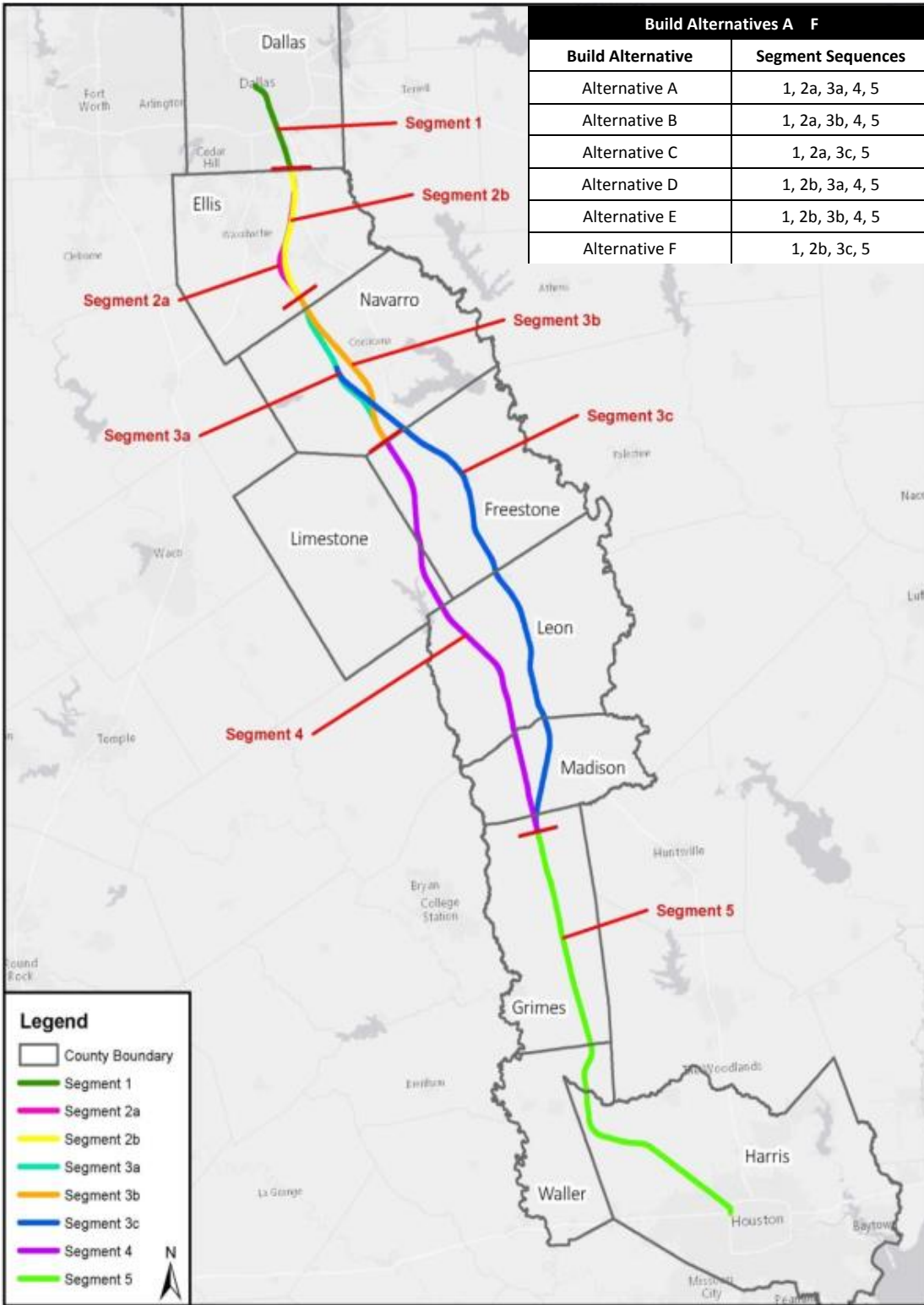


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Ennis  
Becky McCarty  
Ennis Main Street Program Manager  
P.O. Box 1237  
Ennis, TX 75120

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. McCarty,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

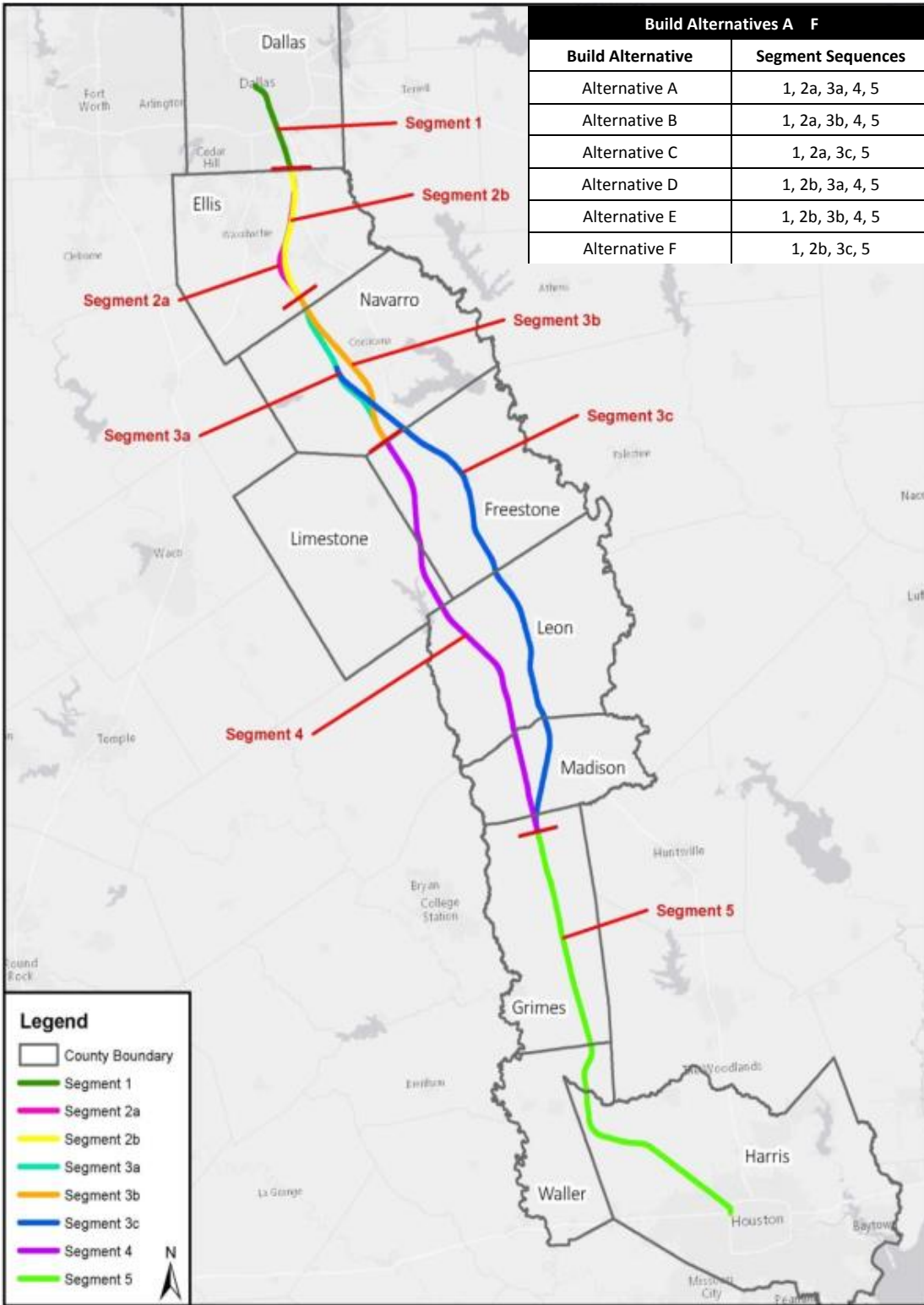
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

City of Waxahachie  
Anita Brown  
Main Street Manager /HPO  
401 S. Rogers  
Waxahachie, TX 75168

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Brown,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

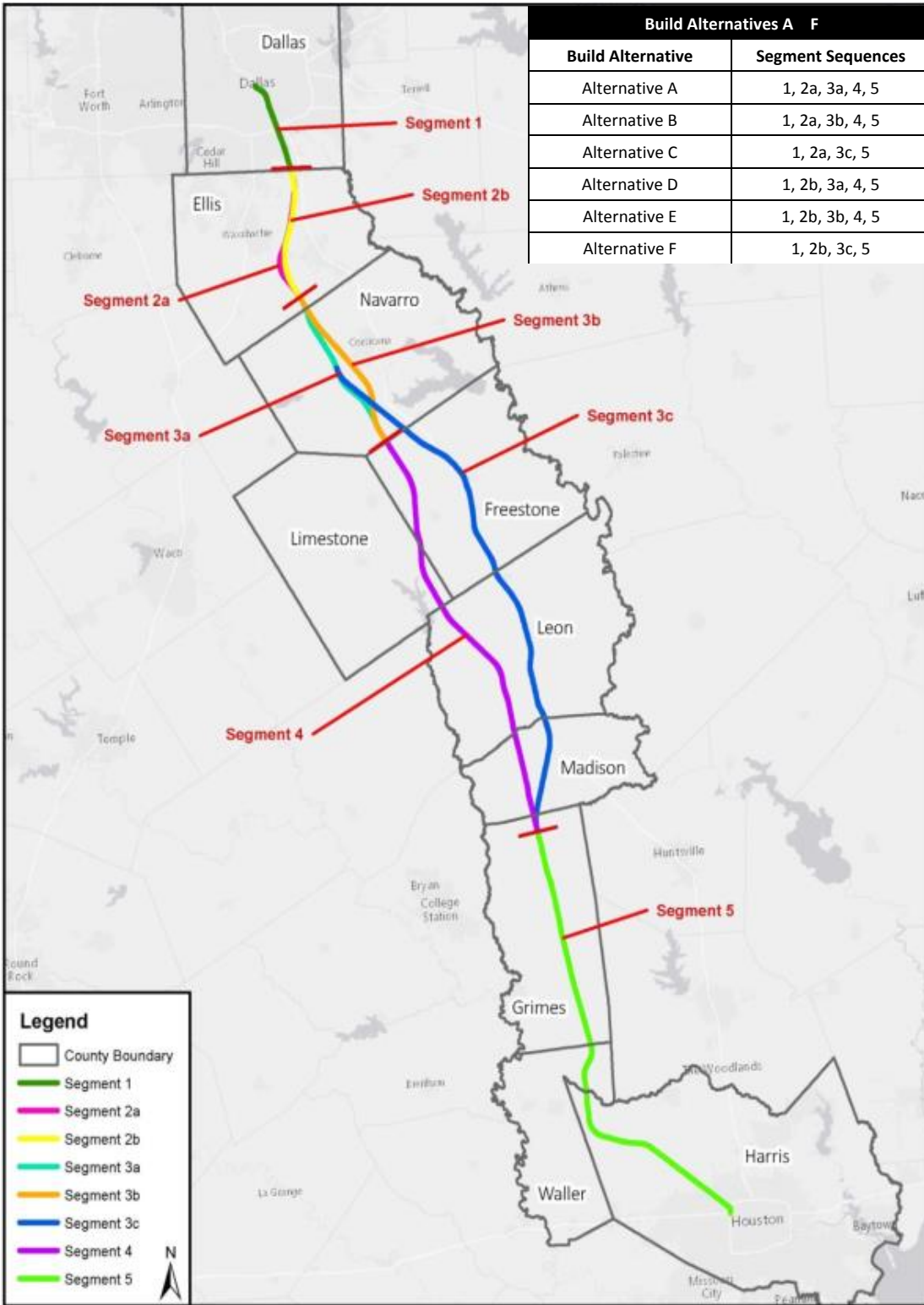


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





May 14, 2018

Ellis County Historical Commission  
Rex Carey  
4041 Rollingwood Lane  
Midlothian, TX 76065

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Carey,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

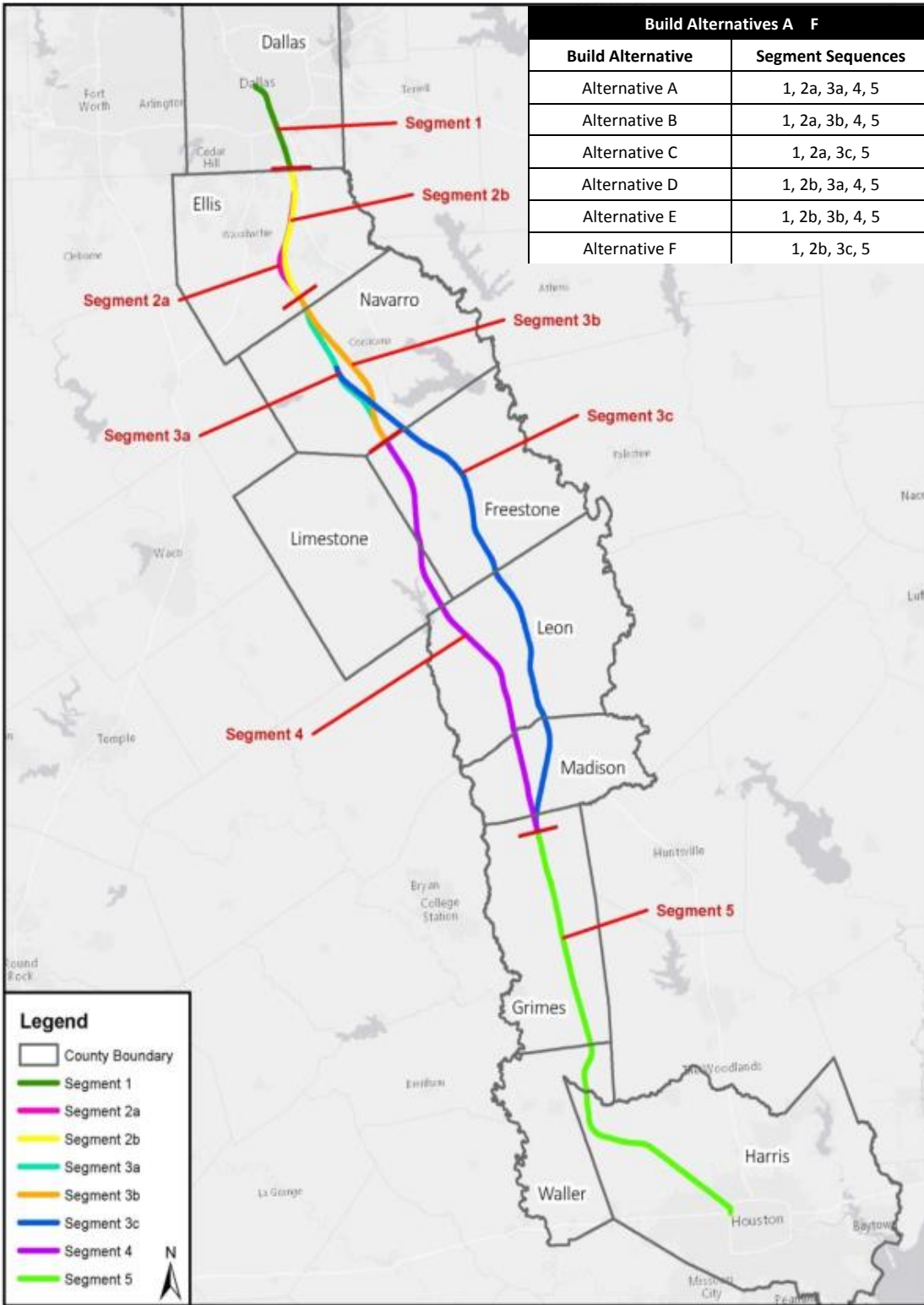


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

County of Ellis Boren Reagor Springs Historical Society  
Nancy Boren Solohubow  
President  
3817 Shoal Creek Dr.  
The Colony, TX 75056

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Boren Solohubow,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

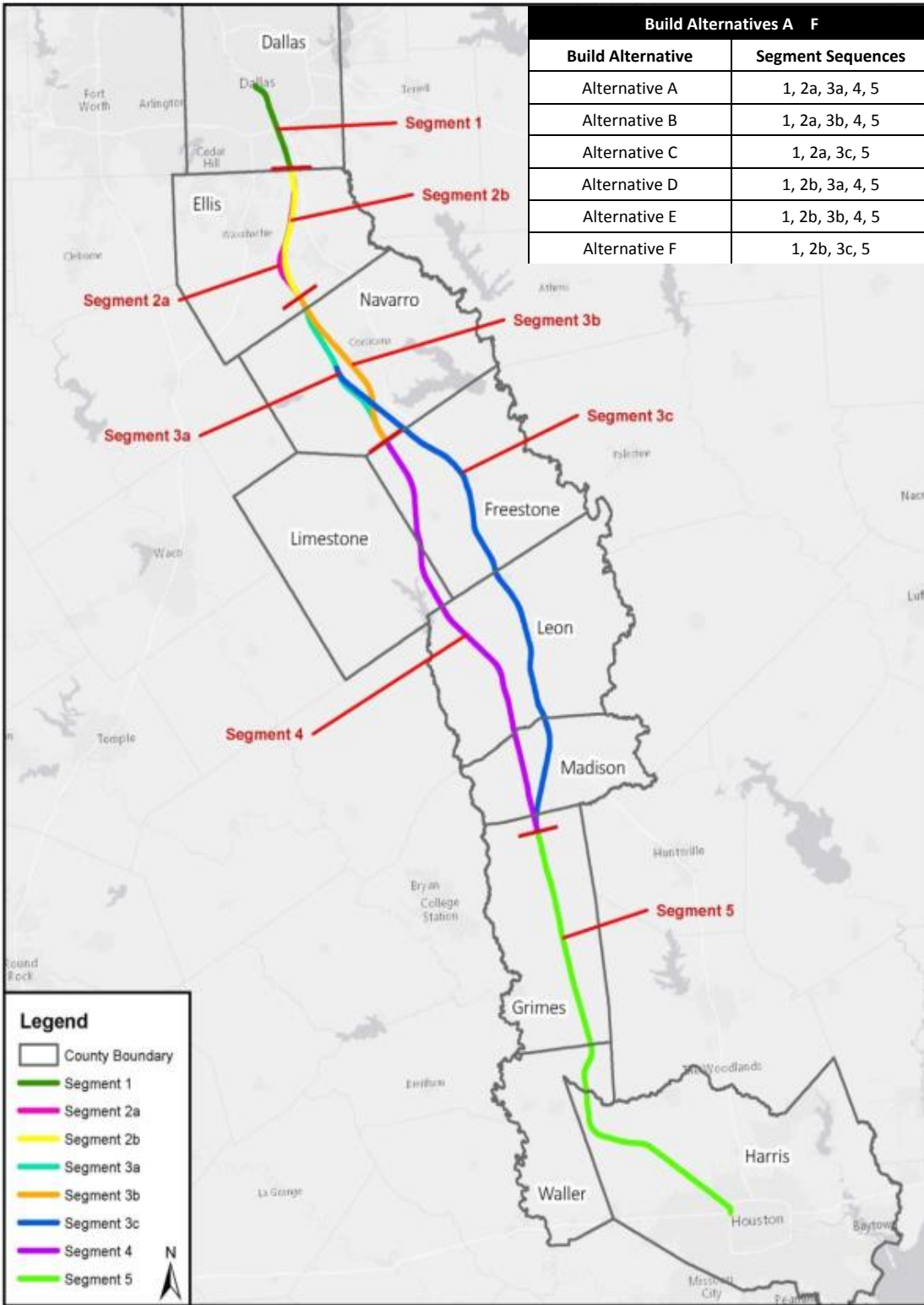
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive, flowing style.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Ennis Main Street Program  
Meg Sullivan  
Chairperson  
115 West Brown Street  
Ennis, TX 75119

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Sullivan,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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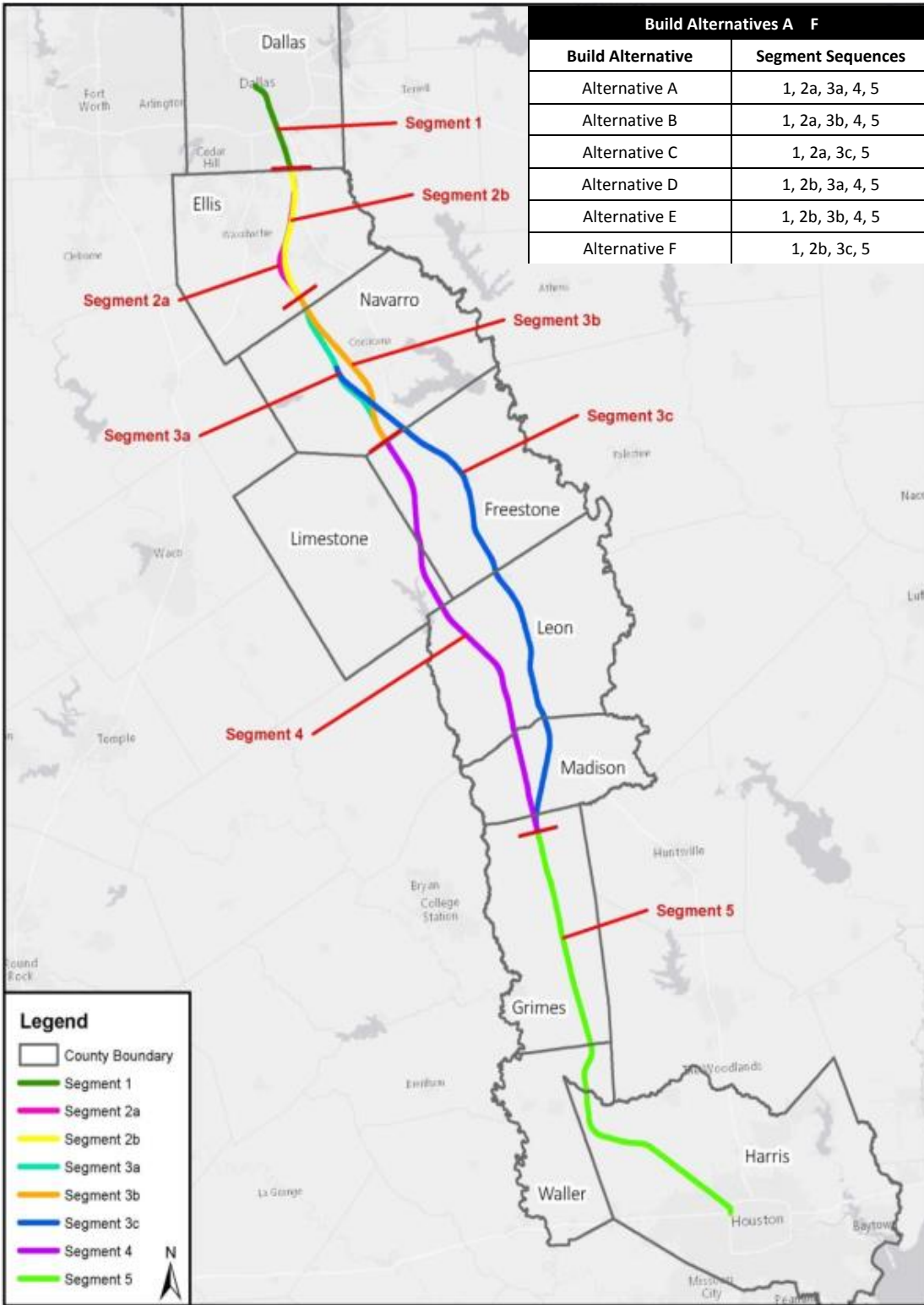
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

City of Ennis Historic Landmark Commission  
Ross Massengill  
Chairman  
115 West Brown Street  
Ennis, TX 75119

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Massengill,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

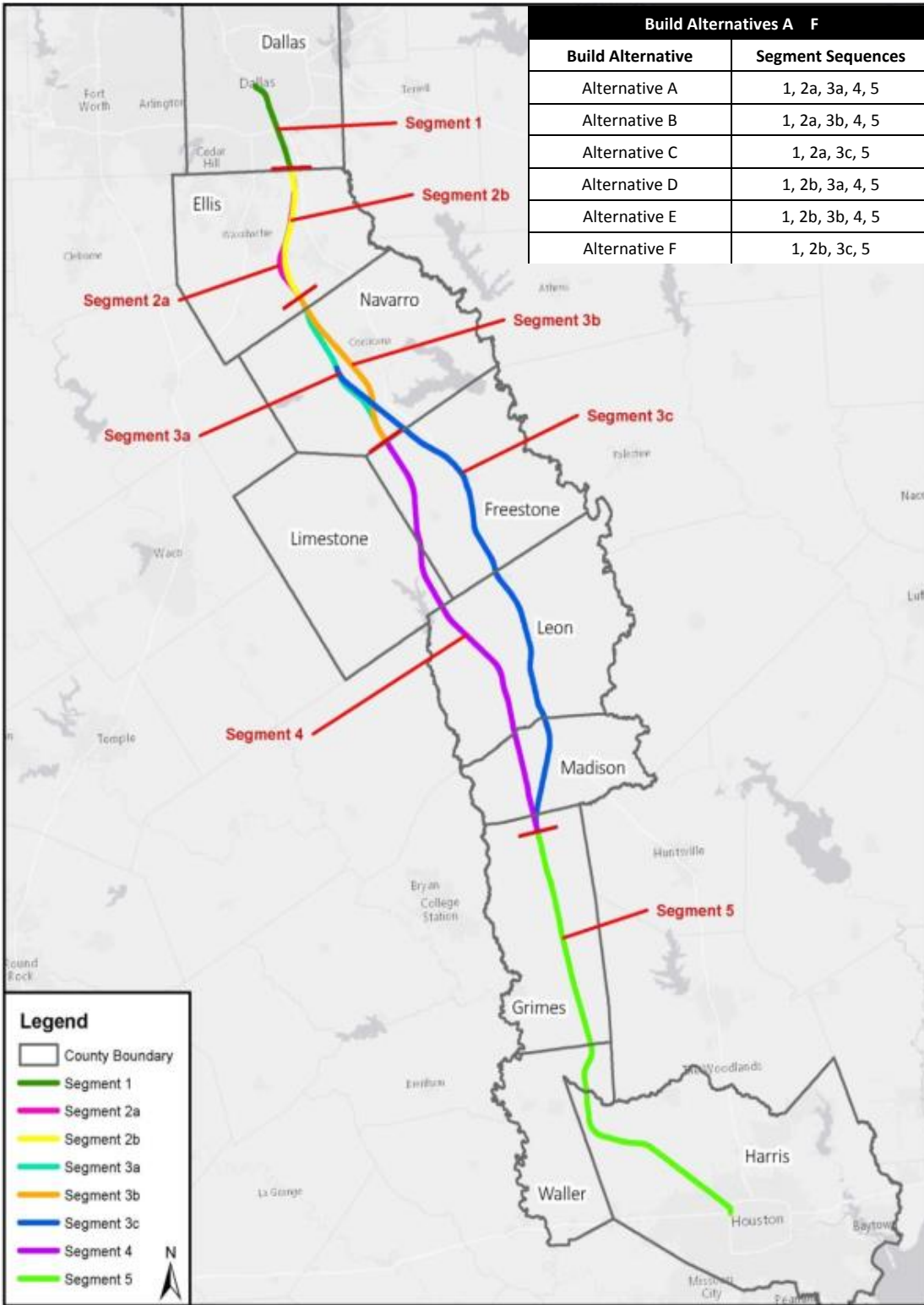


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Corsicana  
Karie Denny  
Main Street Manager /HPO  
200 North 12th Street  
Corsicana, TX 75110

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Denny,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

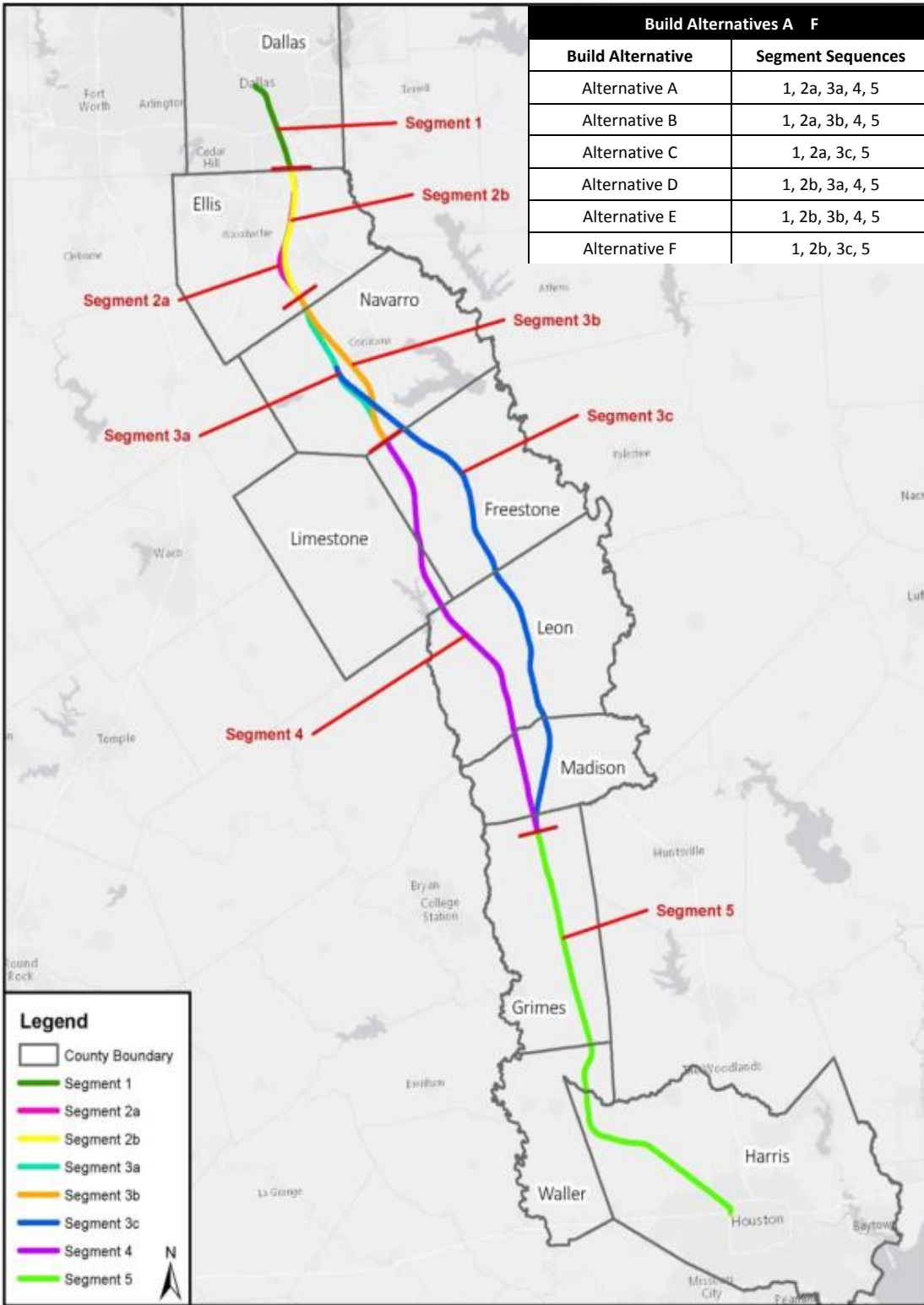
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

City of Corsicana  
Sara Beth Wilson  
Main Street and Tourism Director/HPO  
200 North 12th Street  
Corsicana, TX 75110

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Wilson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

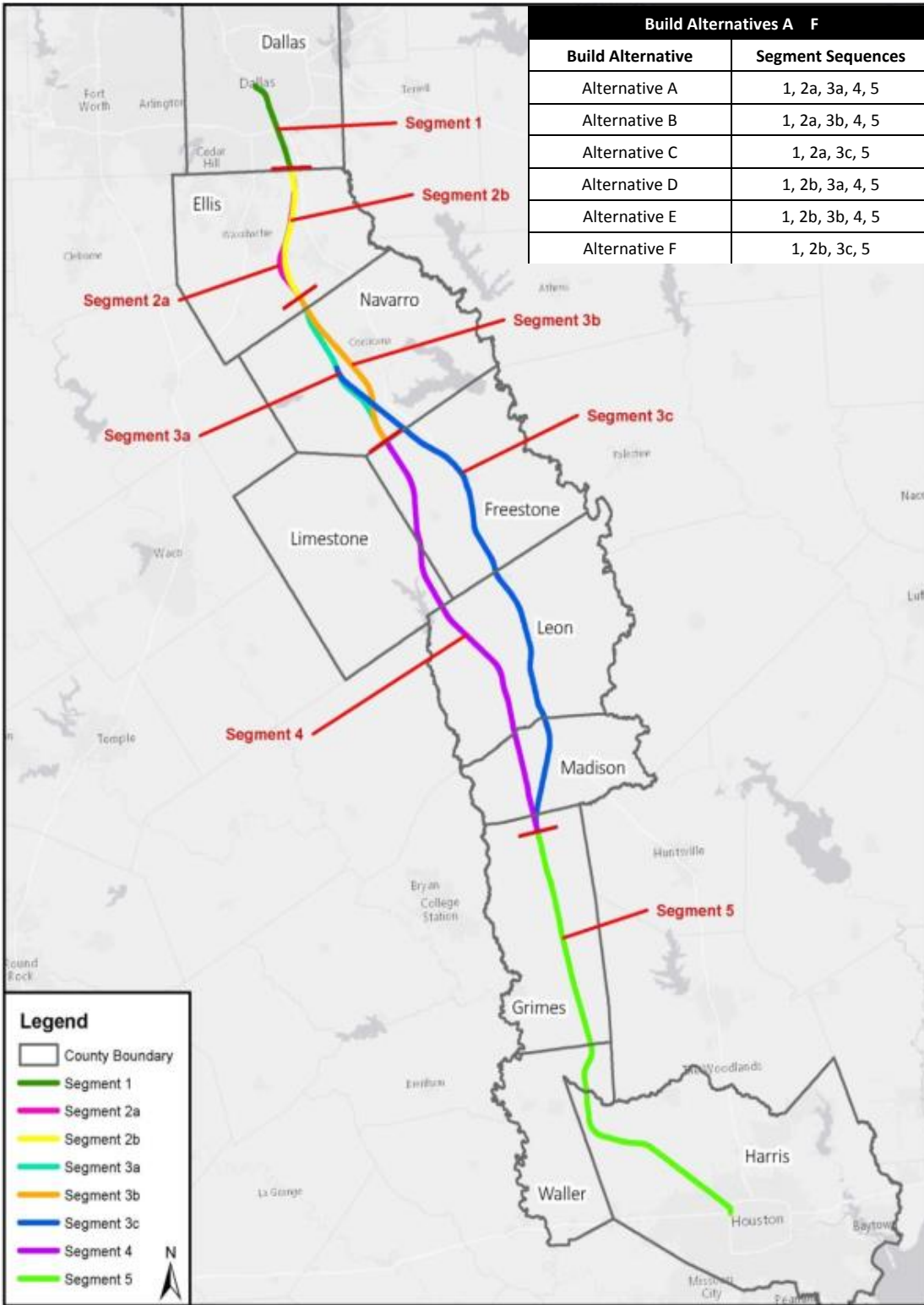


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



Navarro County Historical Commission  
Bruce McManus,  
Chairman  
3019 McKnight Lane  
Corsicana, TX 75110

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. McManus,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). In a previous letter dated January 25, 2018, the FRA provided you with an update on the release of the Draft EIS and informed you that Section 106 consulting parties meetings would be scheduled in the near future. The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

Due to the geographic span of the Project, FRA is unable to find a convenient and accessible location for all consulting parties. Therefore, the consultation meeting will be held via a webinar and all future correspondence will be done electronically. In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the meeting via webinar. Please ensure FRA has your correct electronic contact information, so that you receive timely and important notification about the development of this Programmatic Agreement.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

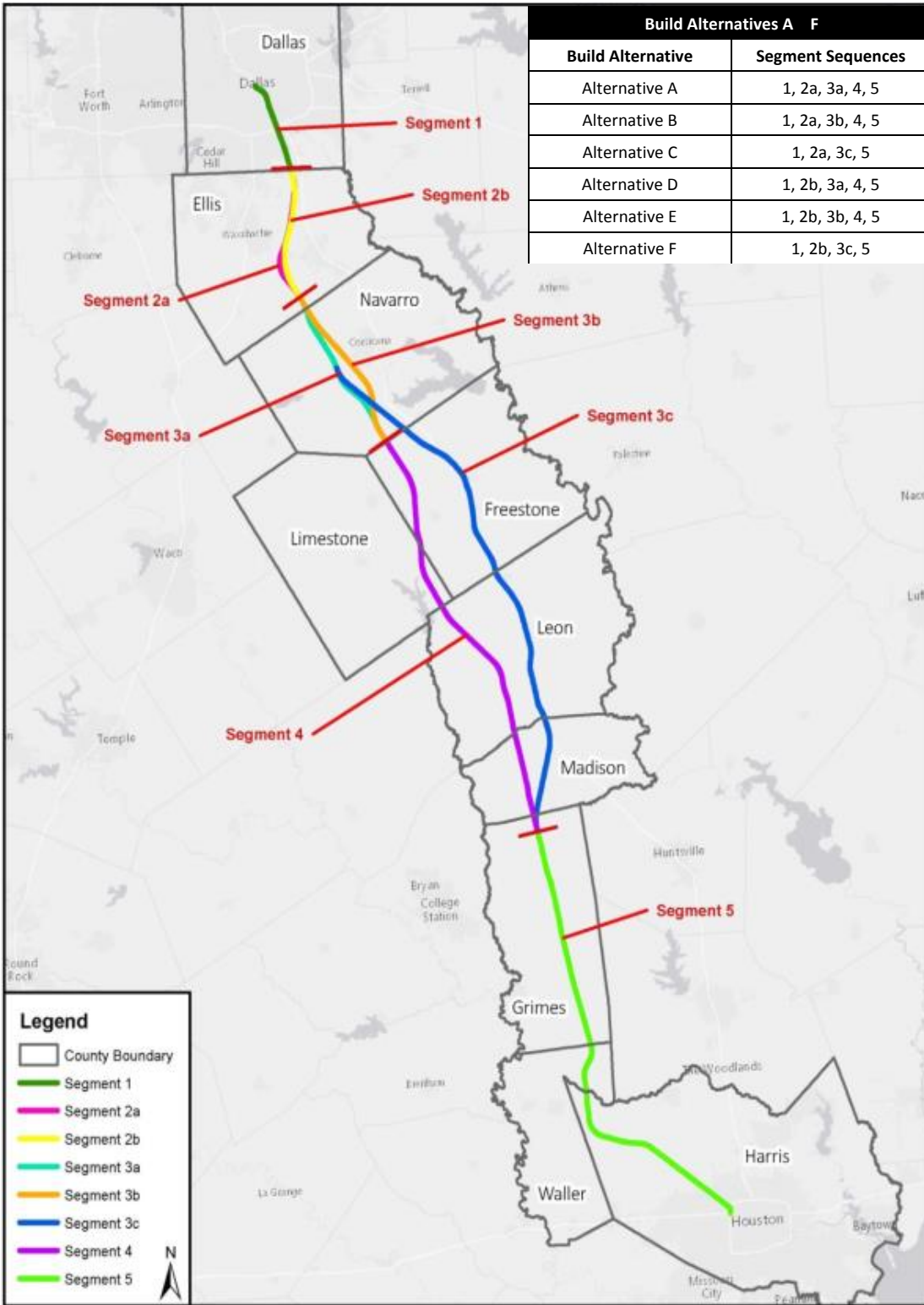


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Navarro County Historical Commission  
MaryJane McReynolds  
Chair  
15824 FM 1394  
Wortham, TX 76693

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. McReynolds,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

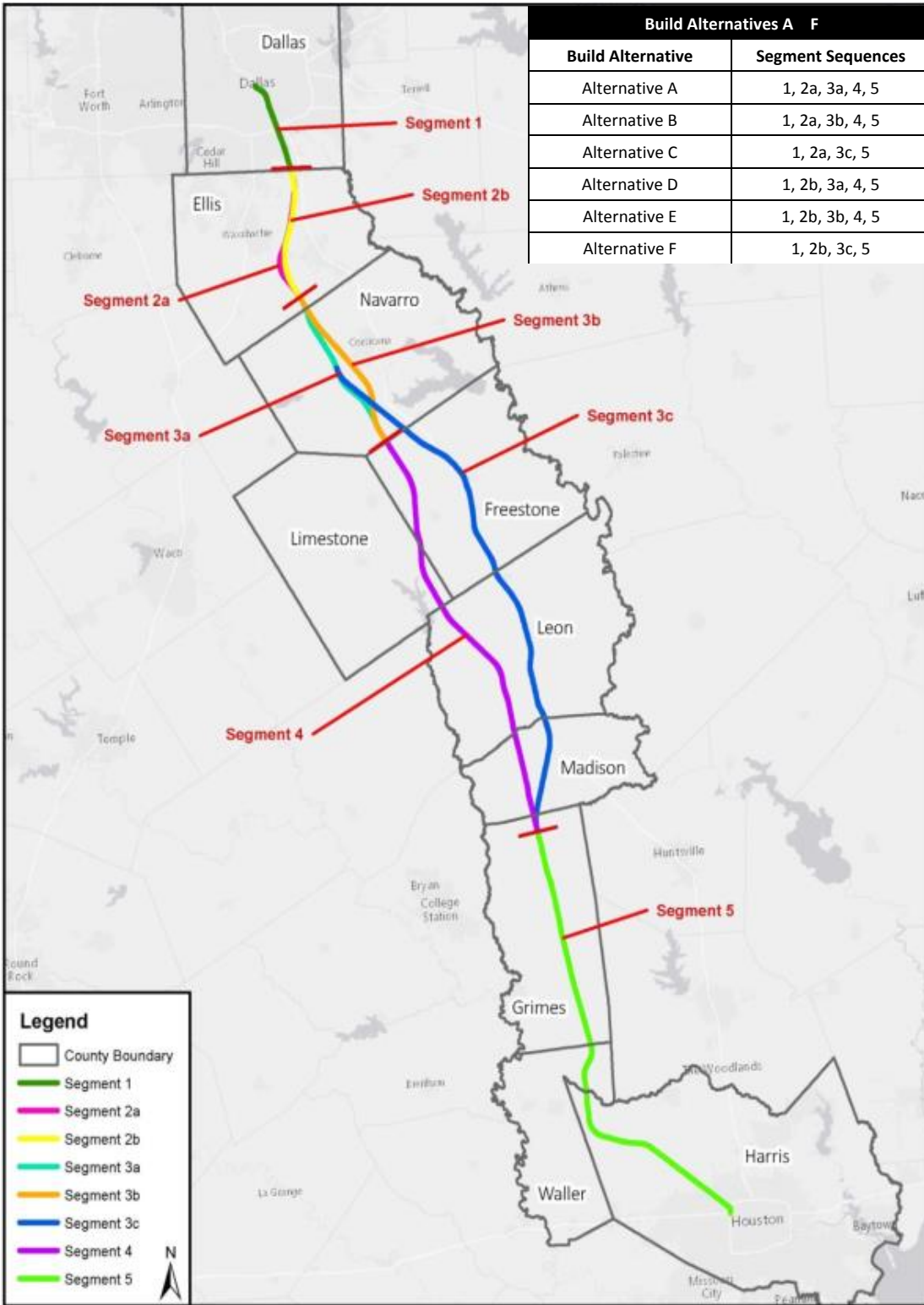


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018



Freestone County Historical Commission  
Brad Pullin  
Chairman  
245 FM 833 West  
Streetman, TX 75840

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Pullin,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

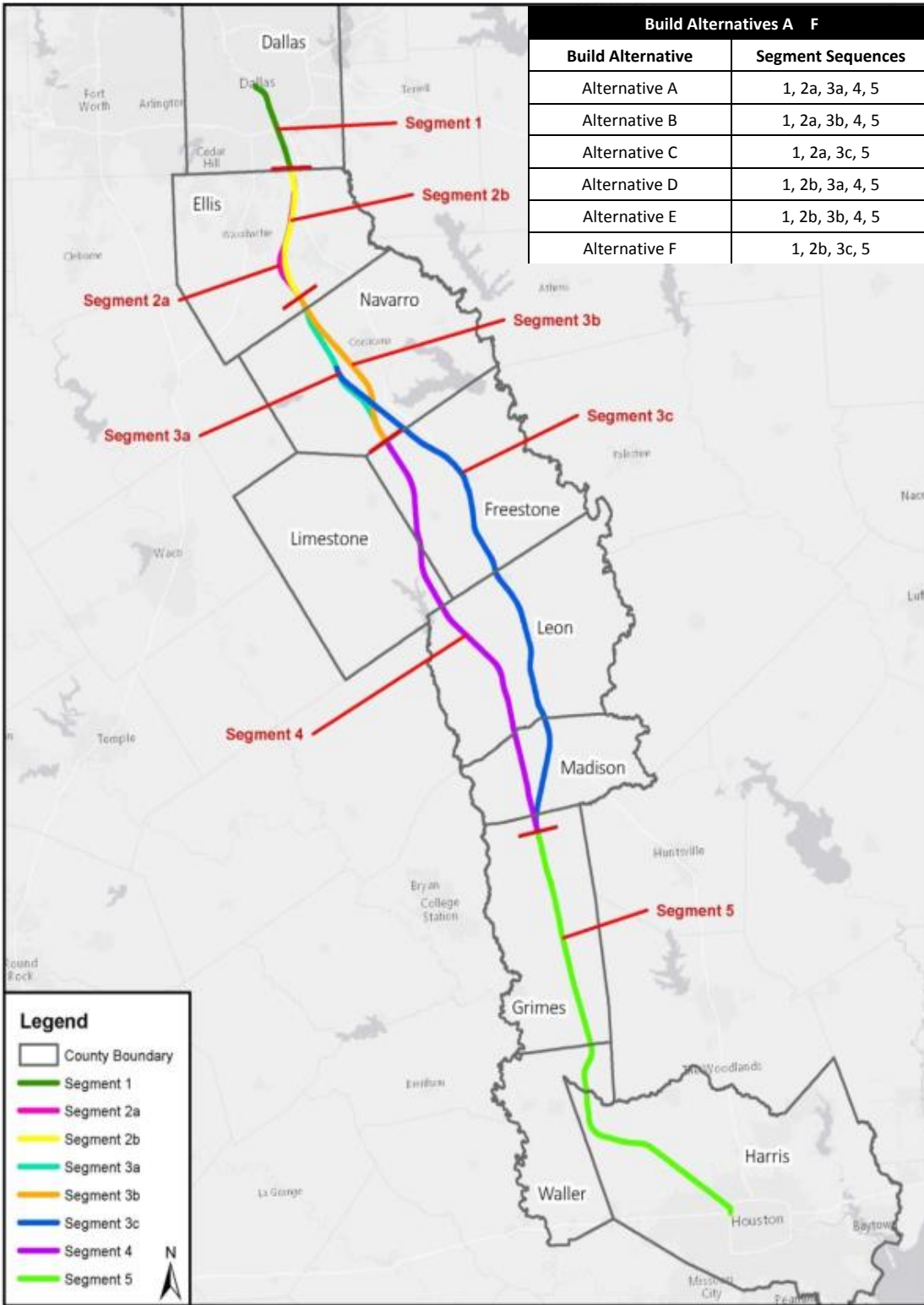


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Limestone County Historical Commission  
William Reagan  
P.O. Box 612  
Groesbeck, TX 76642

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Reagan,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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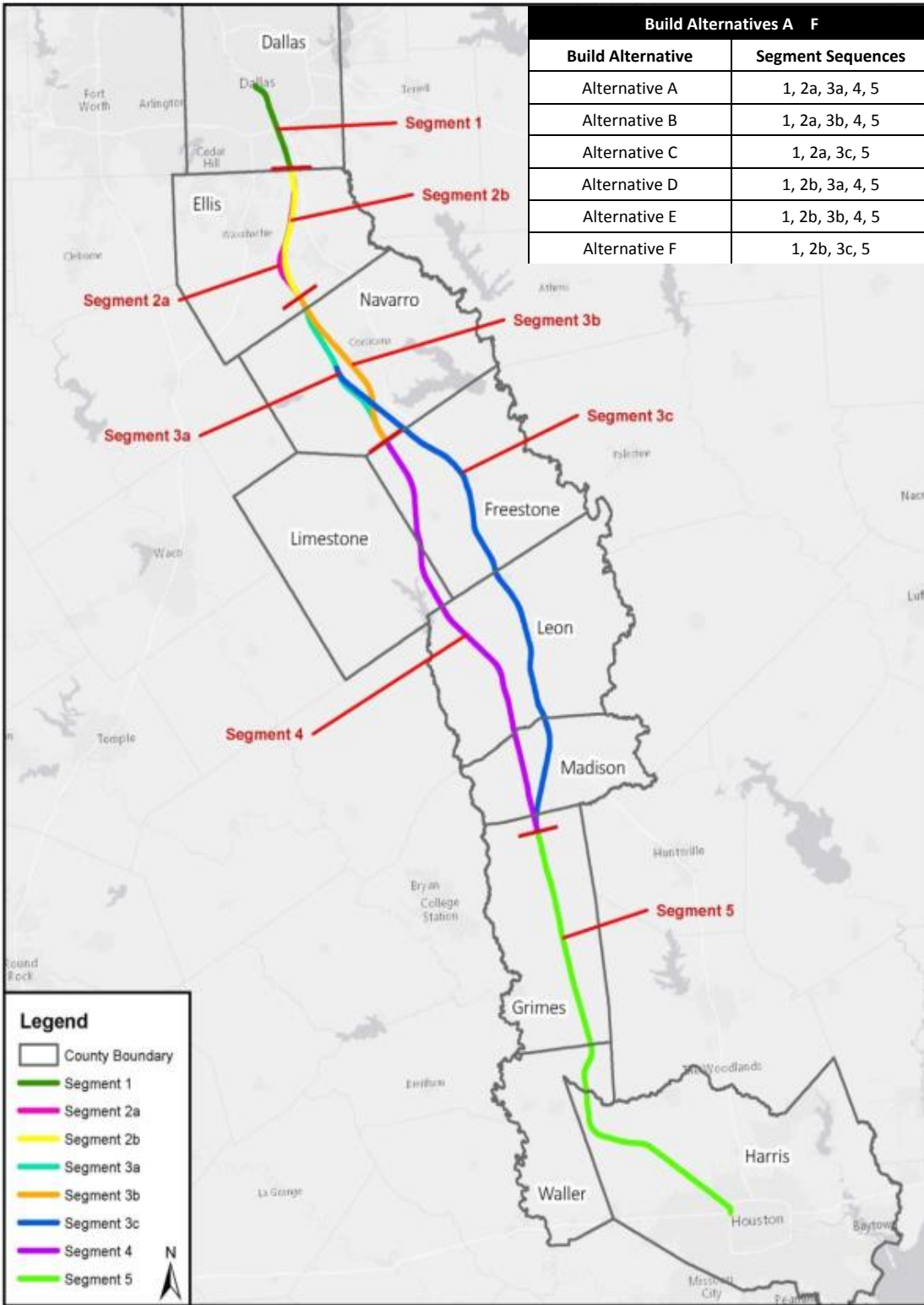
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

County of Leon THC  
Charlcie Casey  
PO Box 866  
Buffalo, TX 75833

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Casey,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



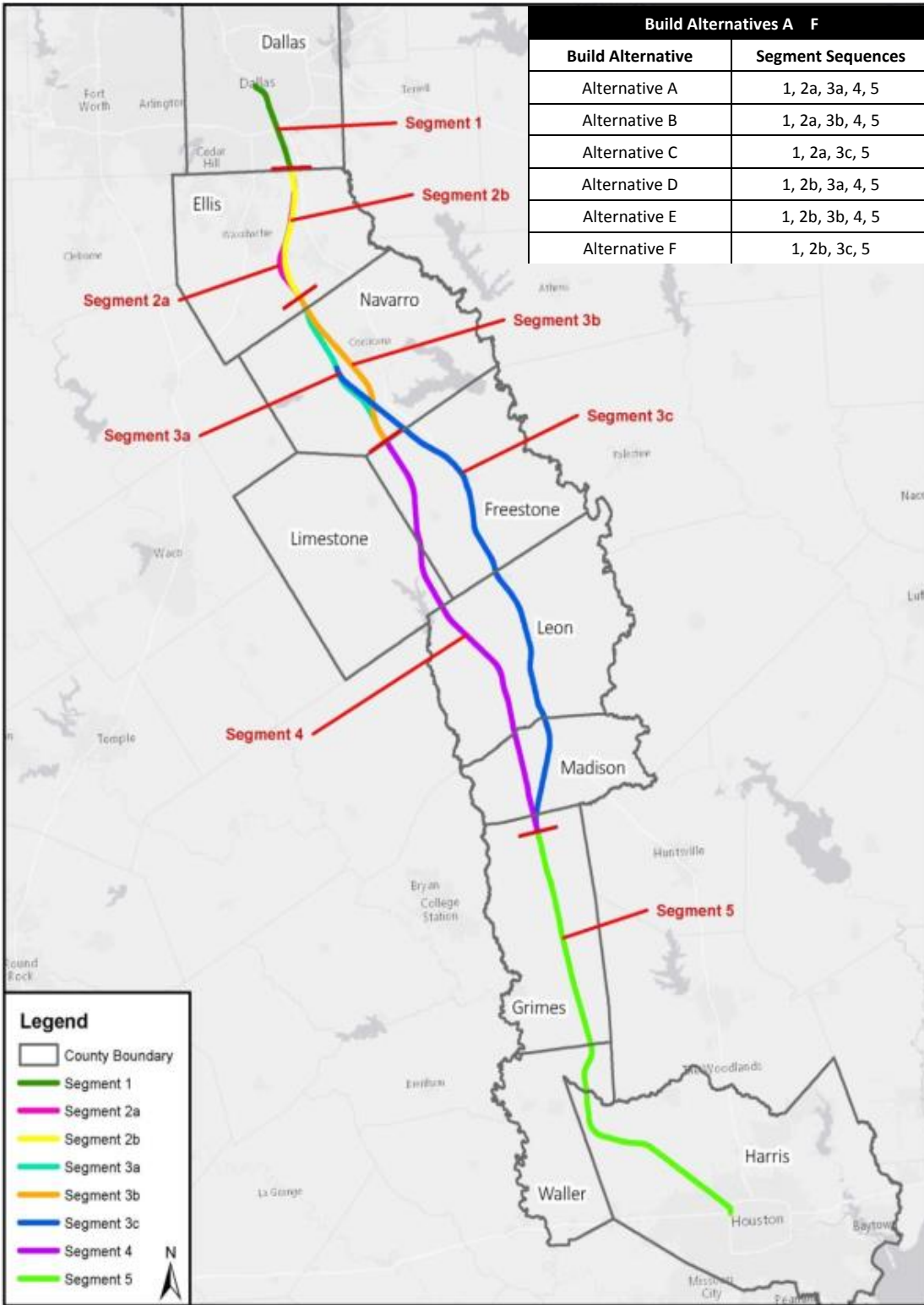


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Madison County Historical Commission  
Bonne Hendrix  
802 S. May Street  
Madisonville, TX 77864

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Hendrix,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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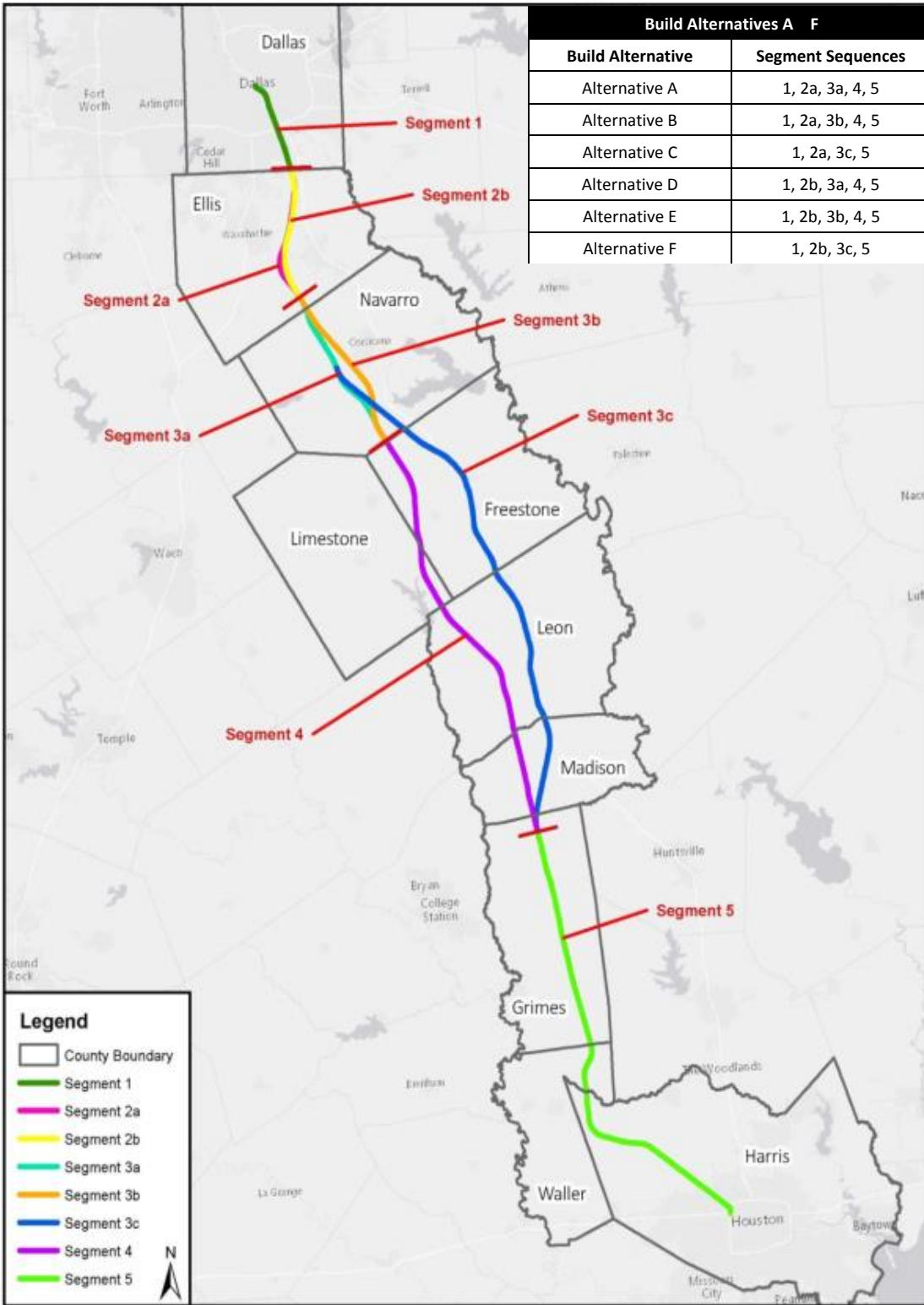
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Madison County Historical Commission  
Sonny Knight  
714 S. Madison  
Madisonville, TX 77864

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Knight,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

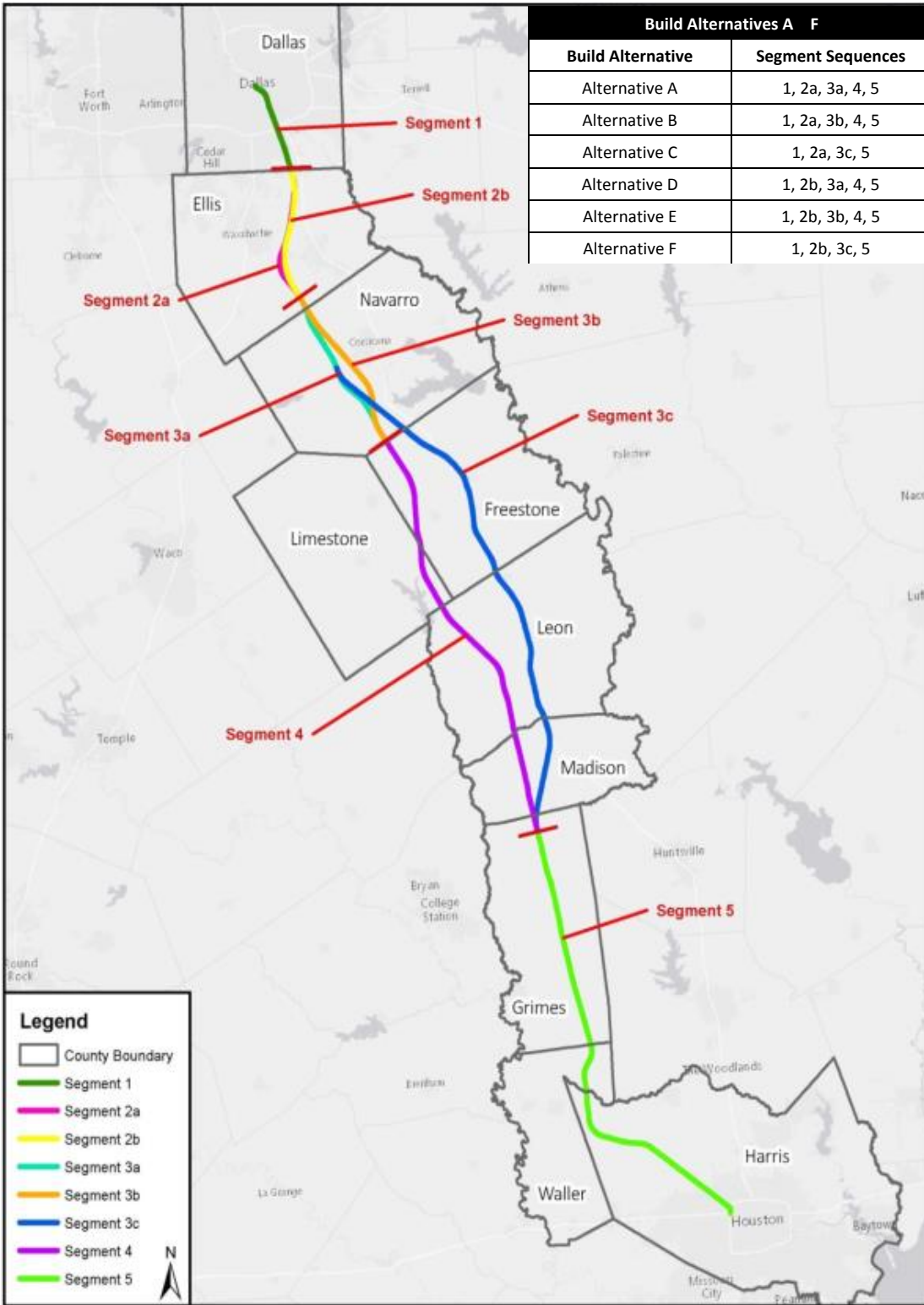


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

County of Grimes THC  
Denise Upchurch  
9927 FM 1696  
Bedias, TX 77830

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Upchurch,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

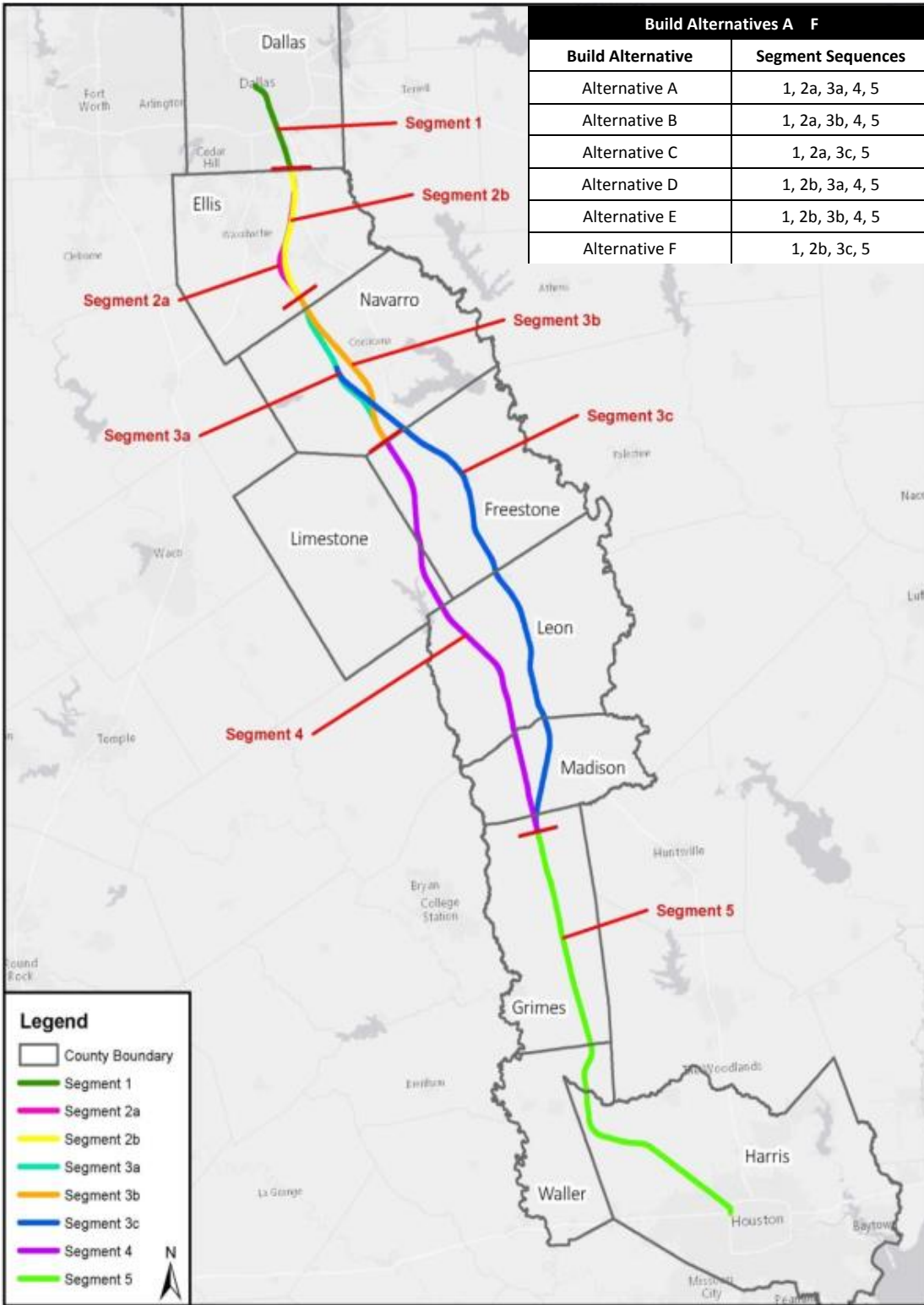


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



Grimes County Historical Commission  
Russell Cushman  
Chairman  
403 Holland  
Navasota, TX 77868

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Cushman,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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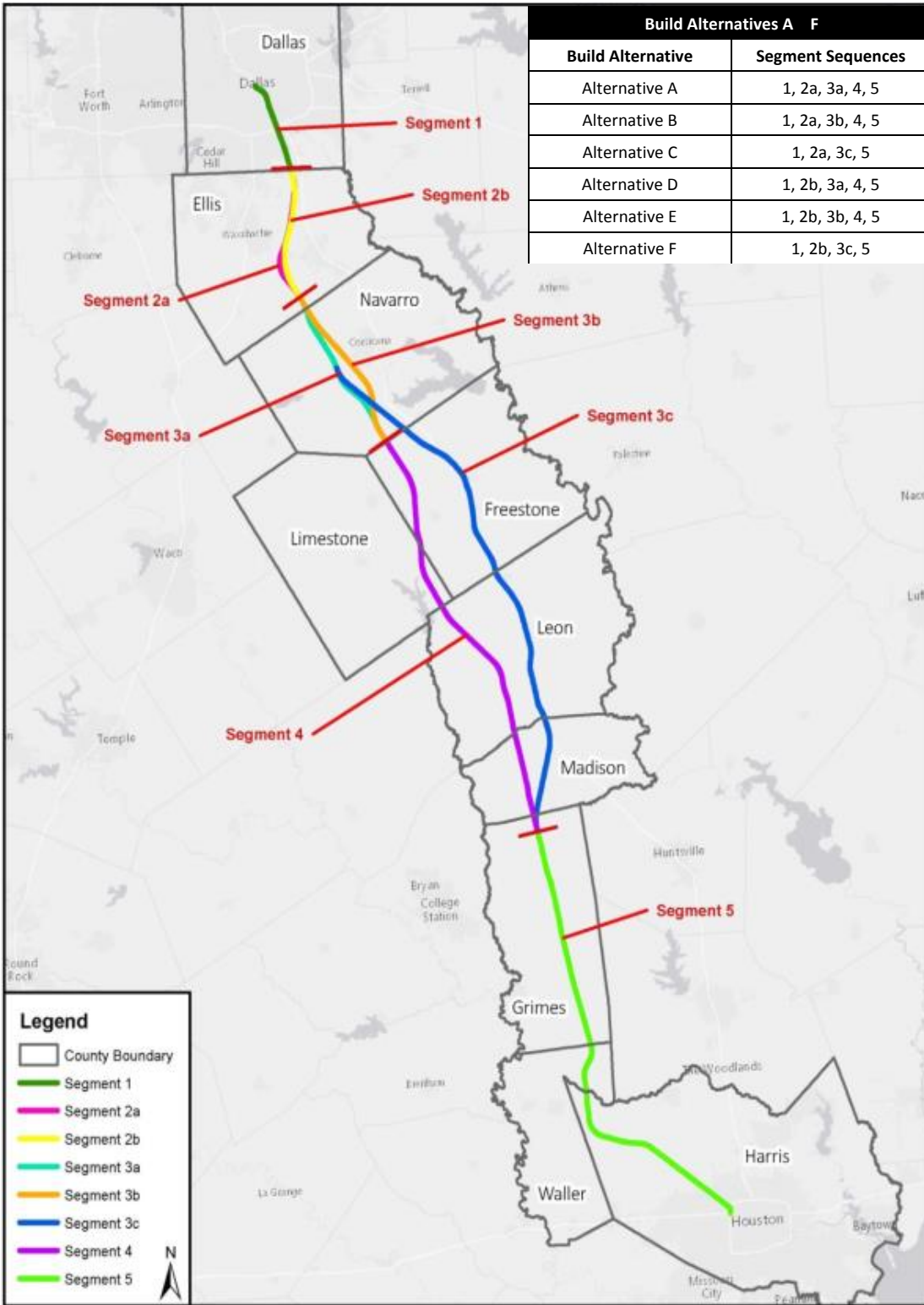
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Waller County Historical Commission  
Truett Bell  
Chairman  
PO Box 9  
Pattison, TX 77445

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Bell,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

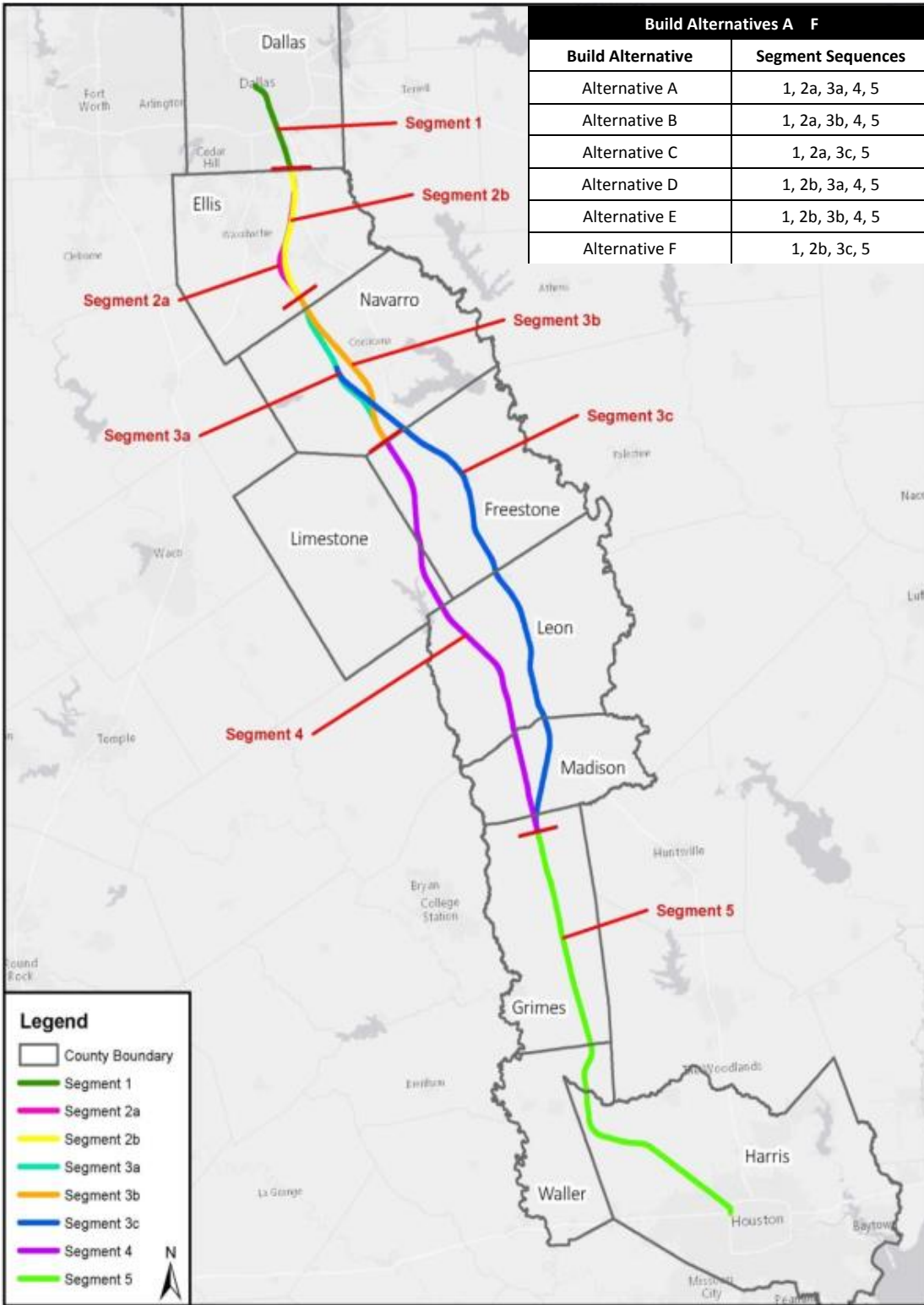


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018



Harris County Historical Commission  
Janet Wagner  
Chairperson  
710 North Post Oak Road, #400  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Wagner,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

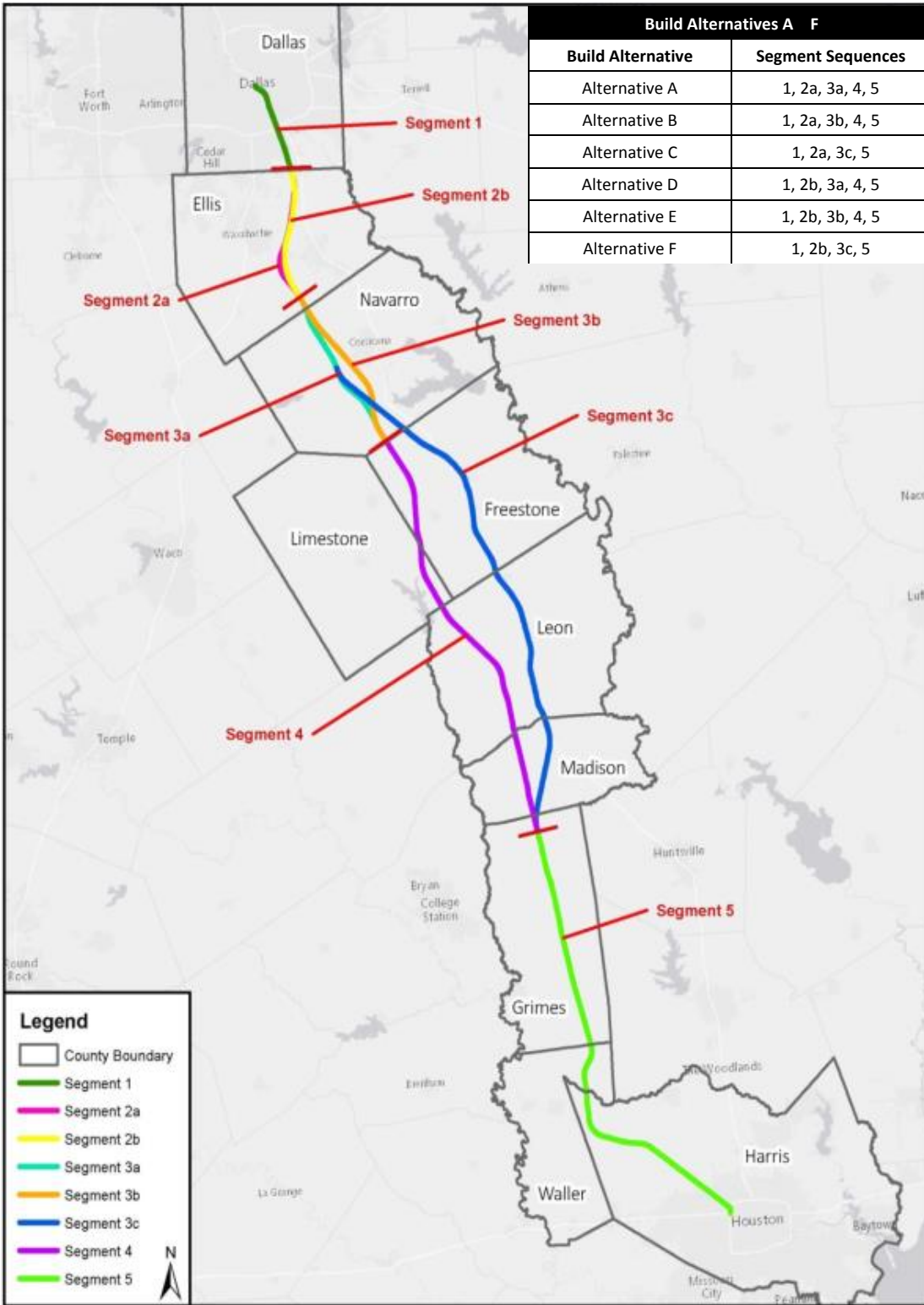


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Houston Historic Preservation Office  
Diana DuCroz  
Historic Preservation Officer  
611 Walker Street, 6th Floor  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. DuCroz,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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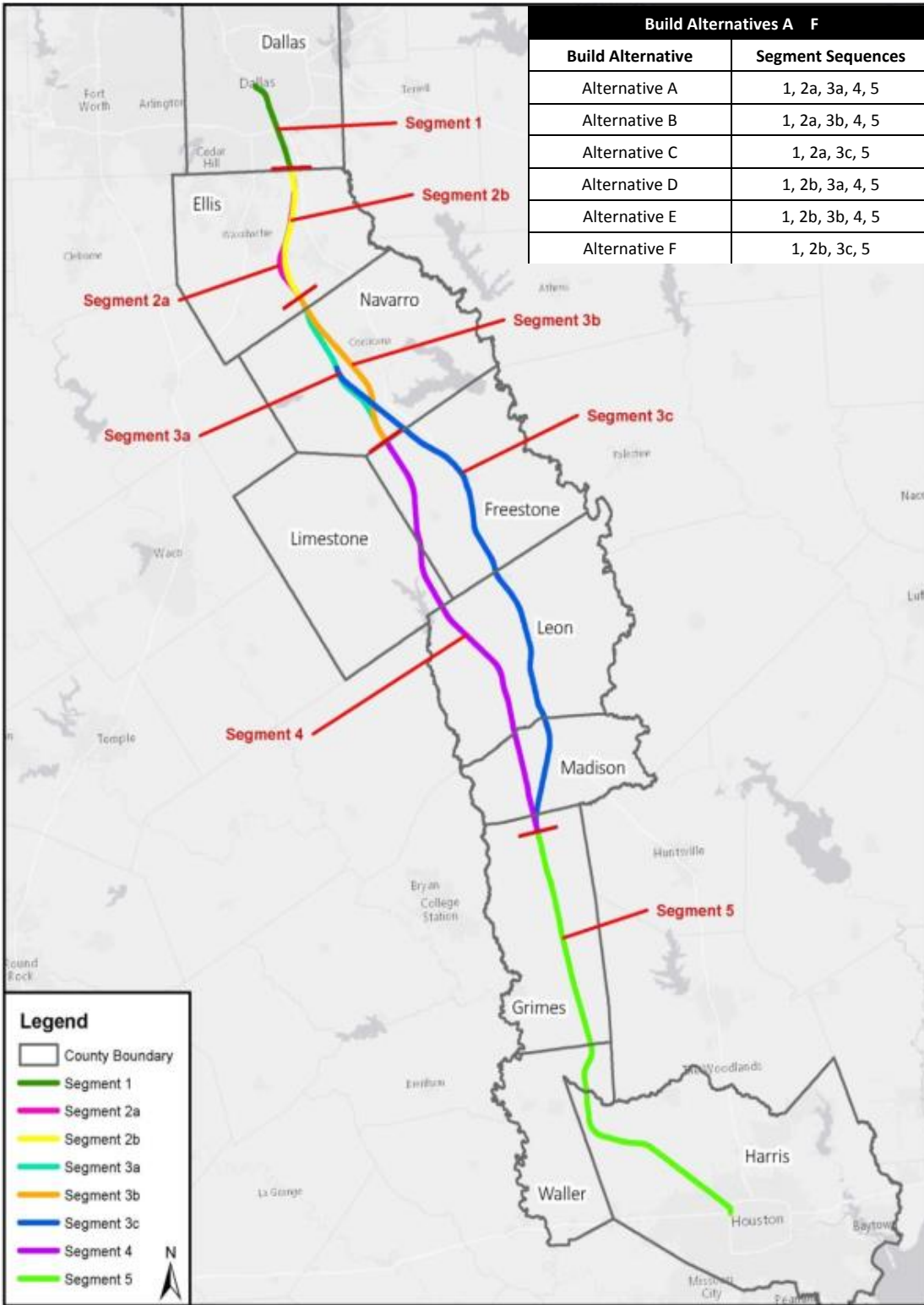
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

Preservation Houston  
Deborah Keyser  
President  
3272 Westheimer Road, Suite 2  
Houston, TX 77098

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Keyser,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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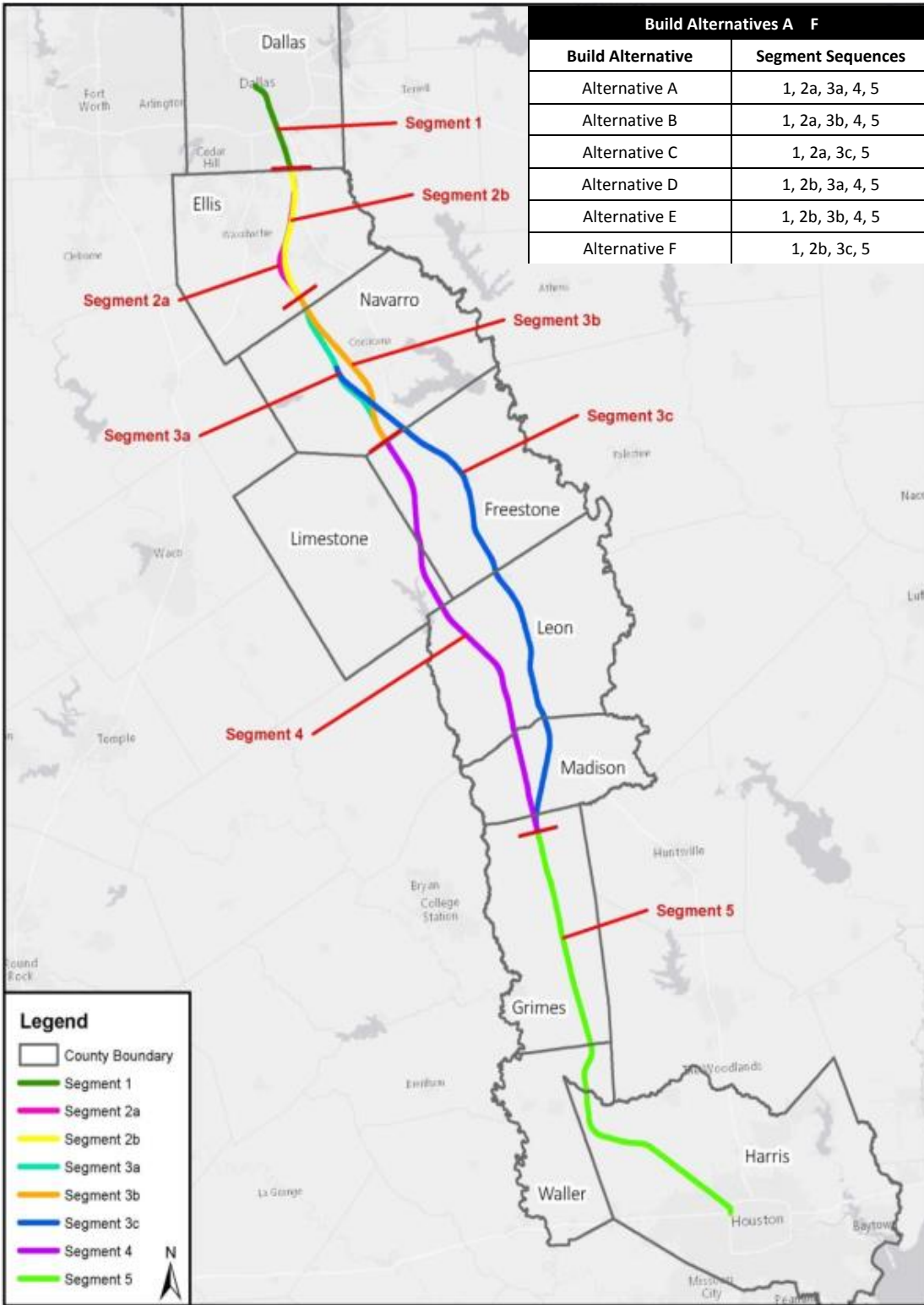
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

City of Dallas  
Willis Winters  
Dallas Park and Recreation Department  
1500 Marilla Street, Room 6FN  
Dallas, TX 75201

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Winters,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

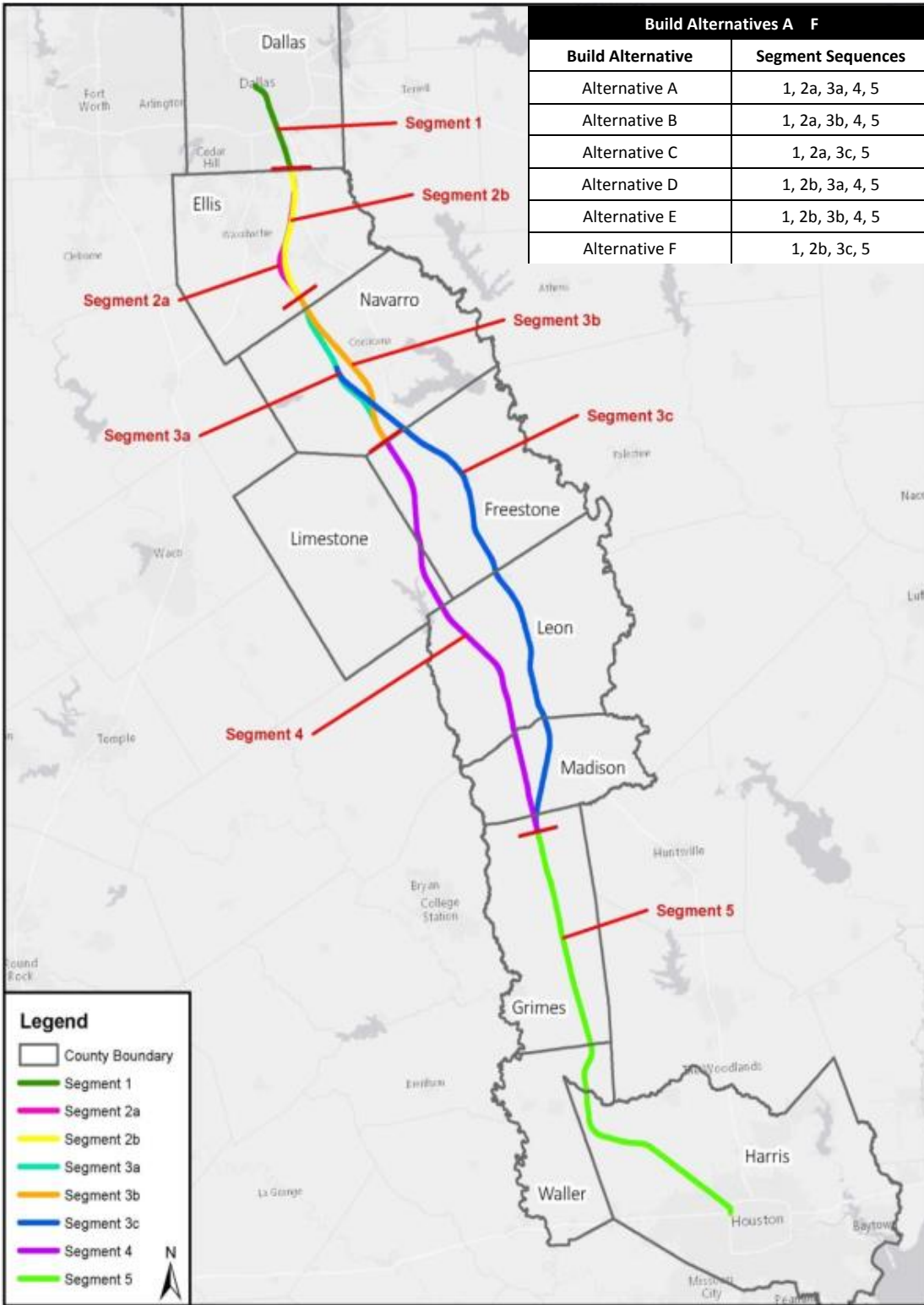


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

Remember Black Dallas  
George Keaton, Jr.  
Executive Director  
P.O. Box 764436  
Dallas, TX 75376

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Keaton,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

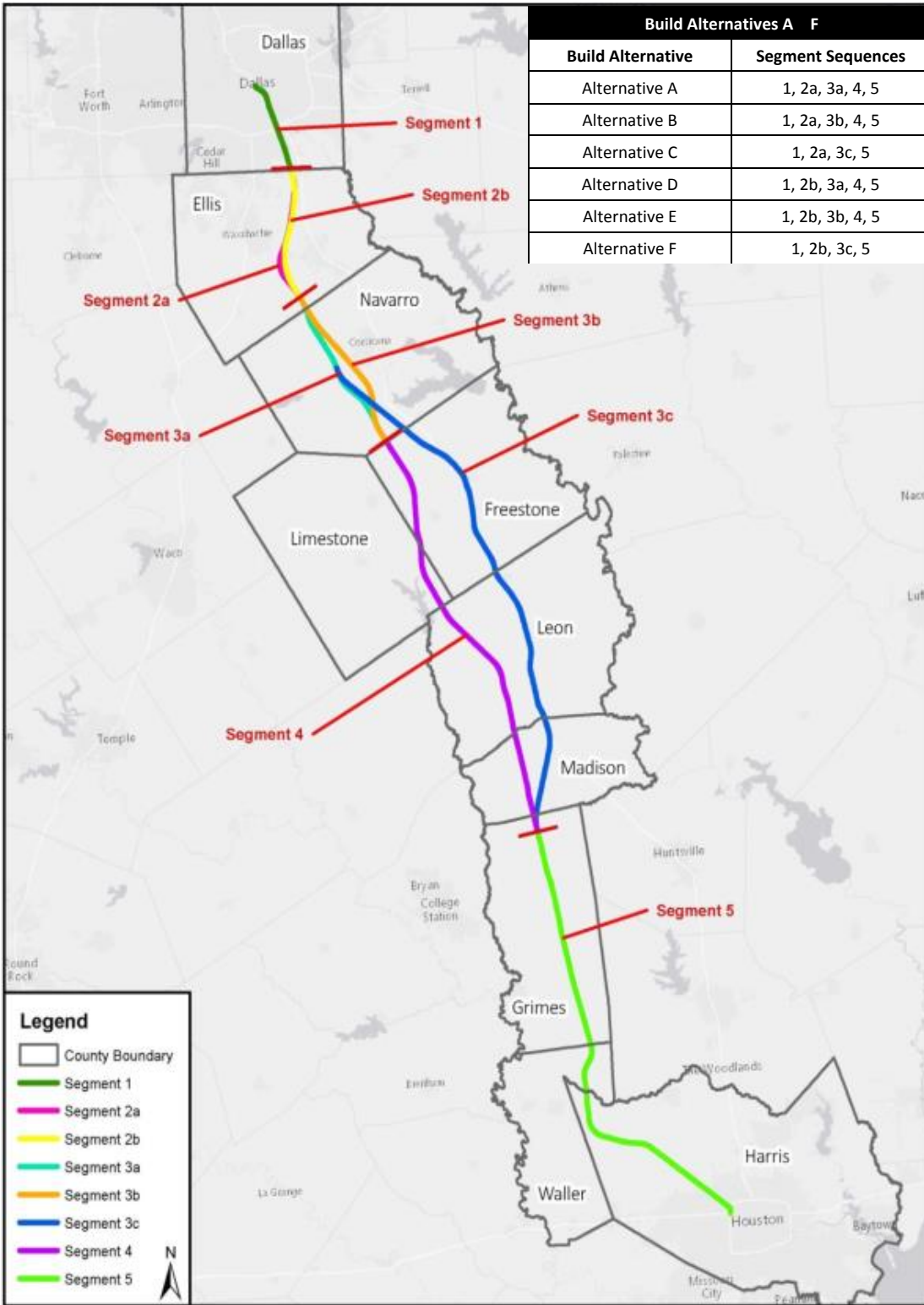


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



May 14, 2018

City of Lancaster  
Bester Munyaradzi  
Planning Division  
211 N. Henry Street  
Lancaster, TX 75146

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Munyaradzi,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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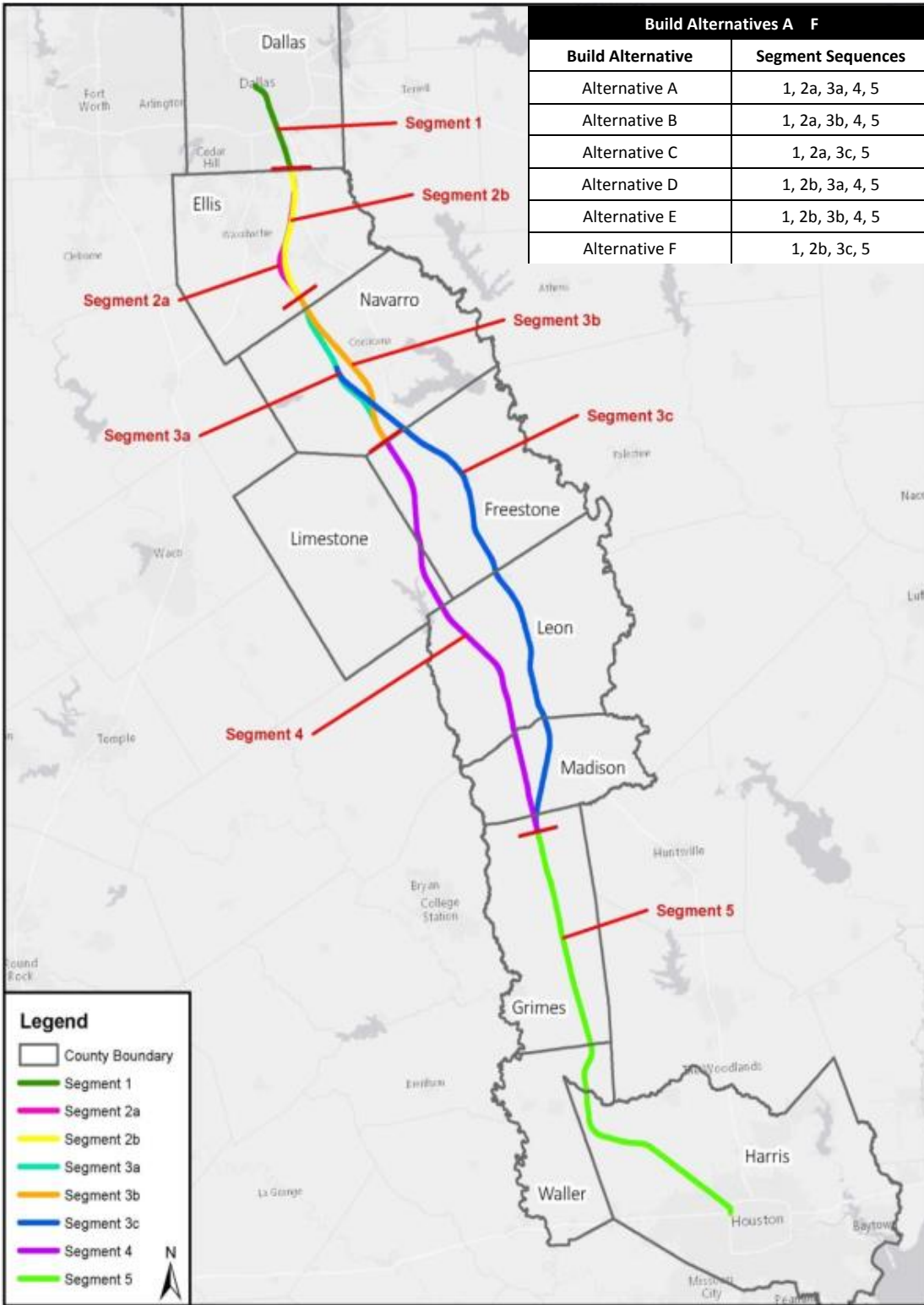


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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**



May 14, 2018

University of Texas at Arlington  
Kate Holliday  
Associate Professor  
601 W. Nedderman Drive, Suite 203  
Arlington, TX 76019-0108

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Holliday,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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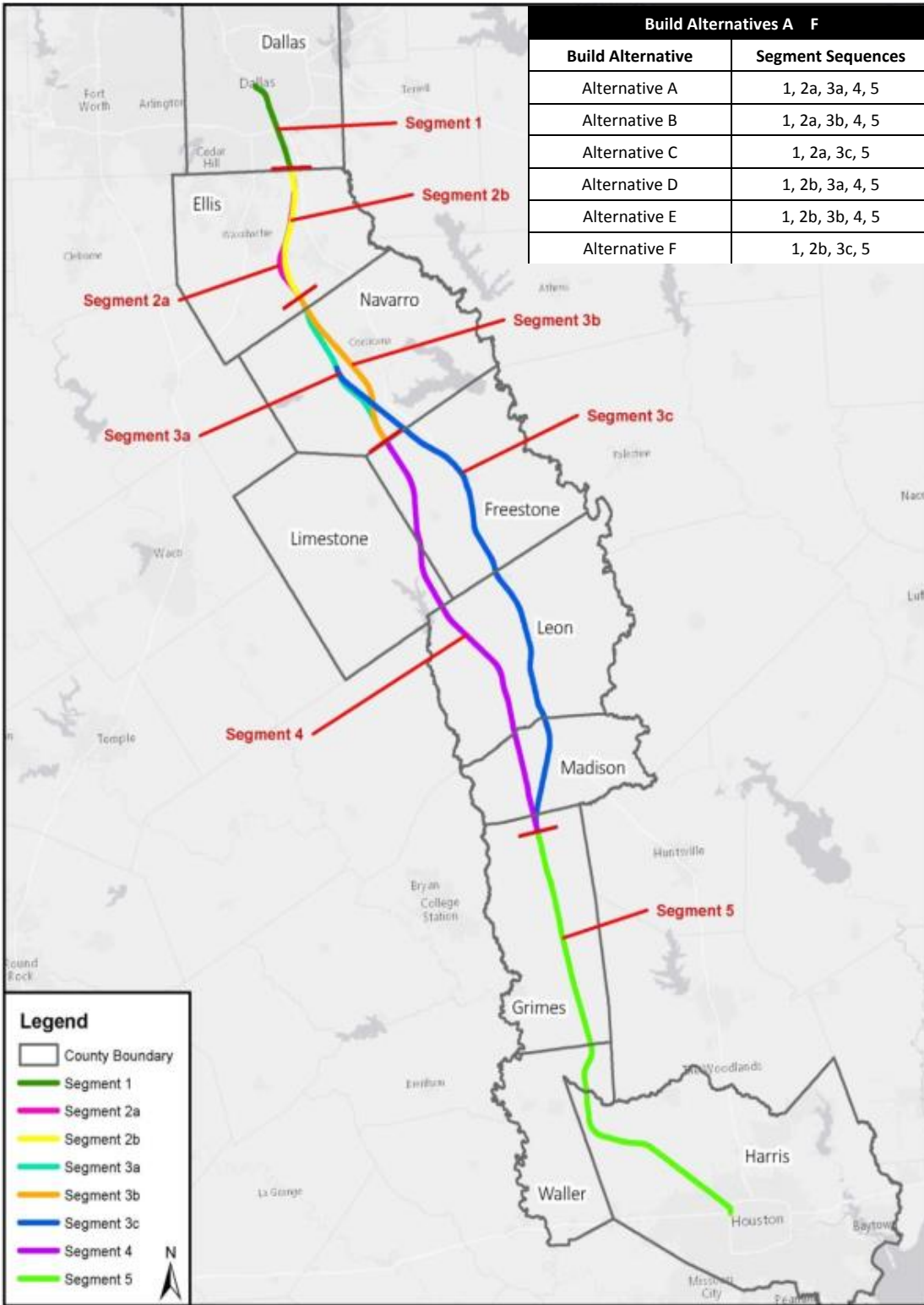
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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: HSR six end-to-end Build Alternatives showing segment locations.**

May 14, 2018



Mr. Rick Welch  
25105 Kickapoo Road  
Hockley, TX 77447

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Welch,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

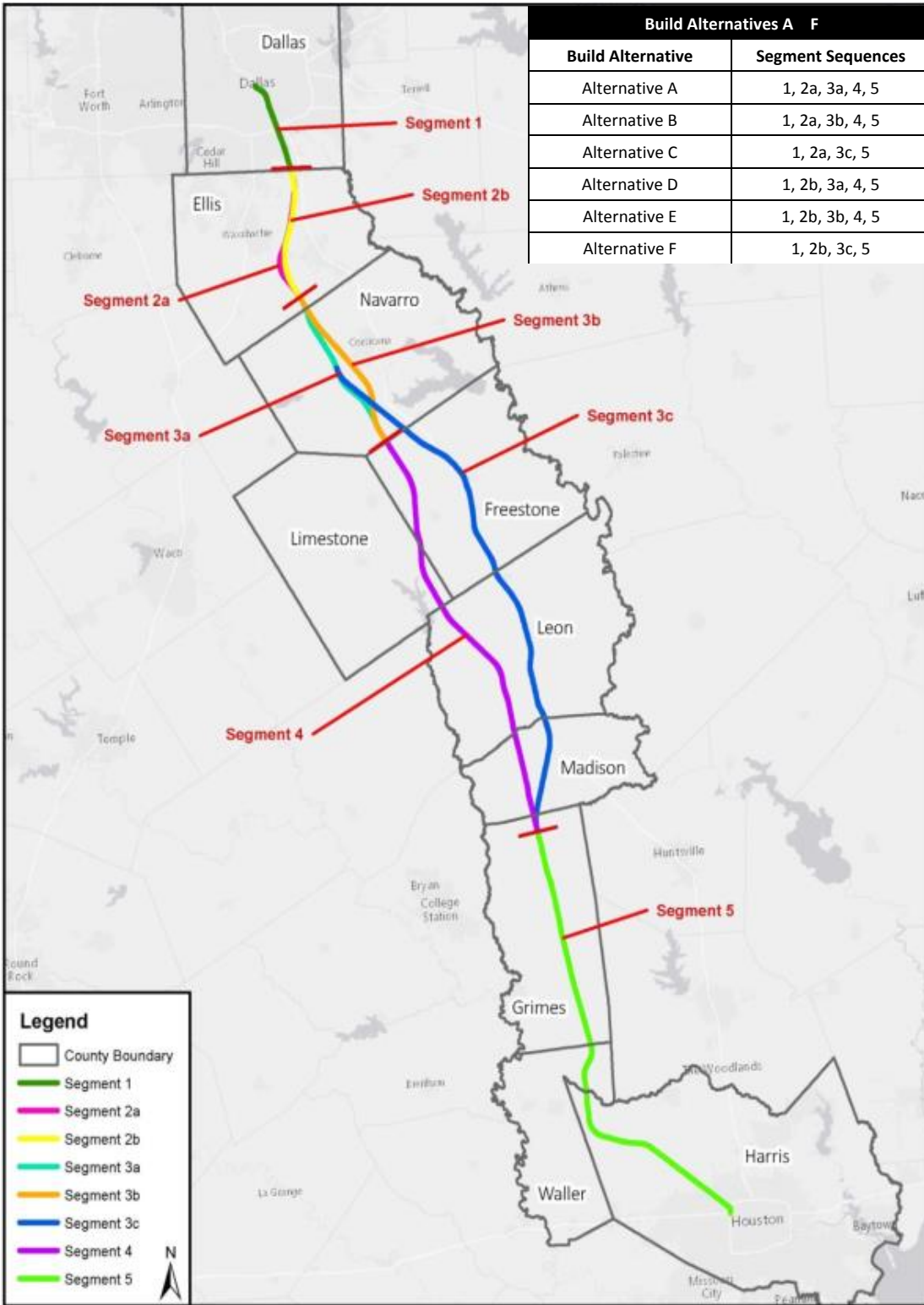


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





May 14, 2018

Preservation Houston  
David Bush  
Executive Director  
3272 Westheimer Road, Suite 2  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Mr. Bush,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

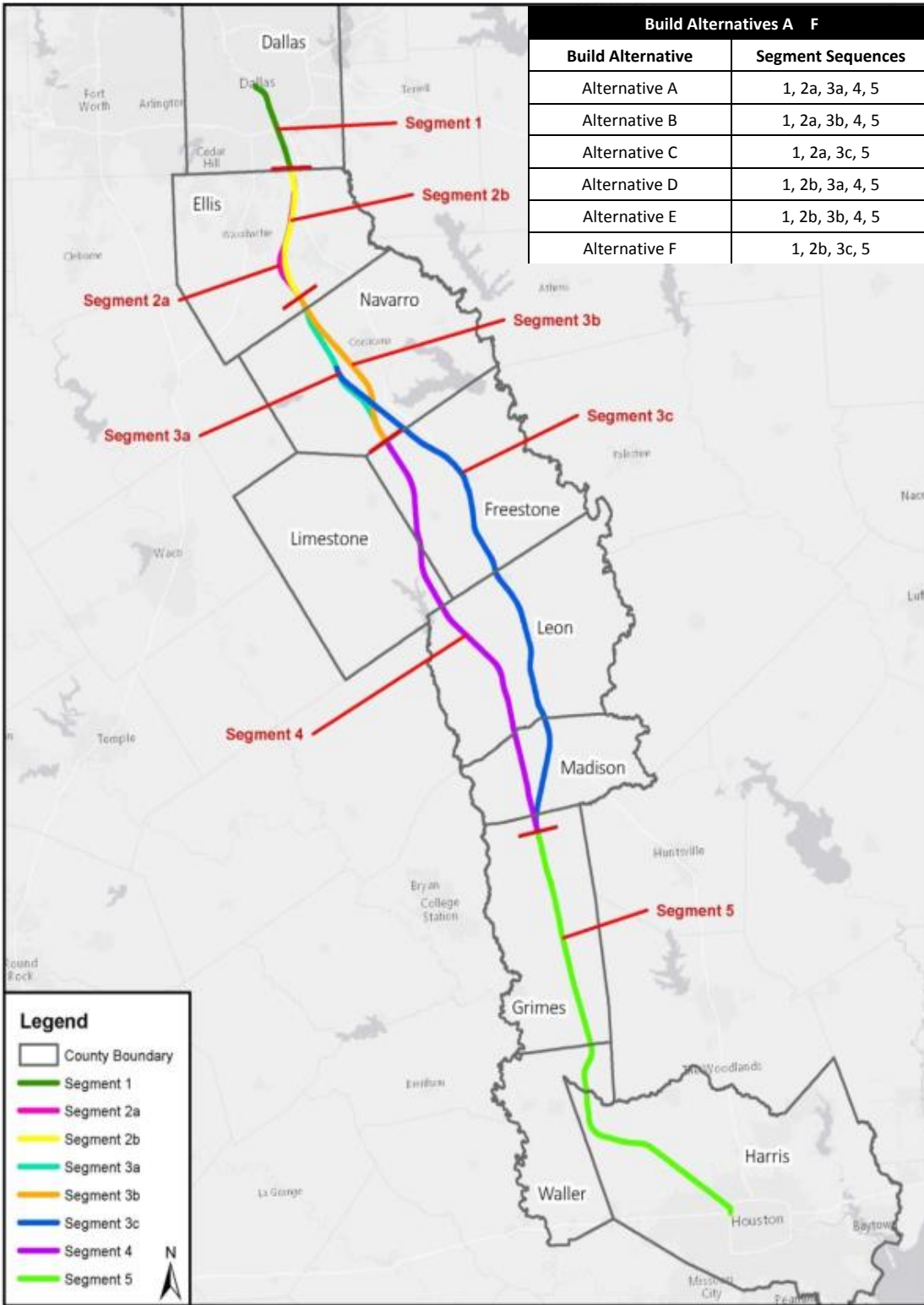


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

May 14, 2018



Historic Bridge Foundation  
Kitty Henderson  
Executive Director  
P.O. Box 66245  
Austin, TX 78766

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Consulting Parties Meeting Invitation**

Dear Ms. Henderson,

The Federal Railroad Administration (FRA) is preparing the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). Section 106 of the National Historic Preservation Act of 1966, as amended, has been integrated into the NEPA process for the Project. Texas Central High-Speed Railway, LLC (TCR) and its affiliates are proposing to construct and operate the Dallas to Houston HSR system, and are responsible for Project development and implementation. The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (**Figure 1**).

The FRA determined that the Project has the potential to adversely affect historic properties. Per 36 CFR Part 800.11(e), this documentation can be found and accessed in the Draft EIS which is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>). A Programmatic Agreement (PA) will be developed in order for FRA to meet its Section 106 obligations under 36 CFR Part 800.14(b)(1)(i-ii) and (v). The purpose of this letter is to invite you to the first Section 106 consulting parties meeting scheduled on May 31, 2018, at 12:00 pm (Central).

The first consulting parties meeting will provide an overview of the Project and the Section 106 strategy for this project. During this meeting, FRA will also address the roles of the federal agencies and consulting parties, as well as the process for continued identification and evaluation of historic properties for the Project. Subsequent meetings will address mitigation for known adverse impacts, a process to mitigate additional adverse impacts if identified, revisions to the PA, and a resolution of comments made by the consulting parties.

Due to the geographic span of the Project, FRA is unable to find a convenient and accessible location for all consulting parties. Therefore, the consultation meeting will be held via a webinar and all future correspondence will be done electronically. In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the meeting via webinar. Please ensure FRA has your correct electronic contact information, so that you receive timely and important notification about the development of this Programmatic Agreement.

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this Project.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development

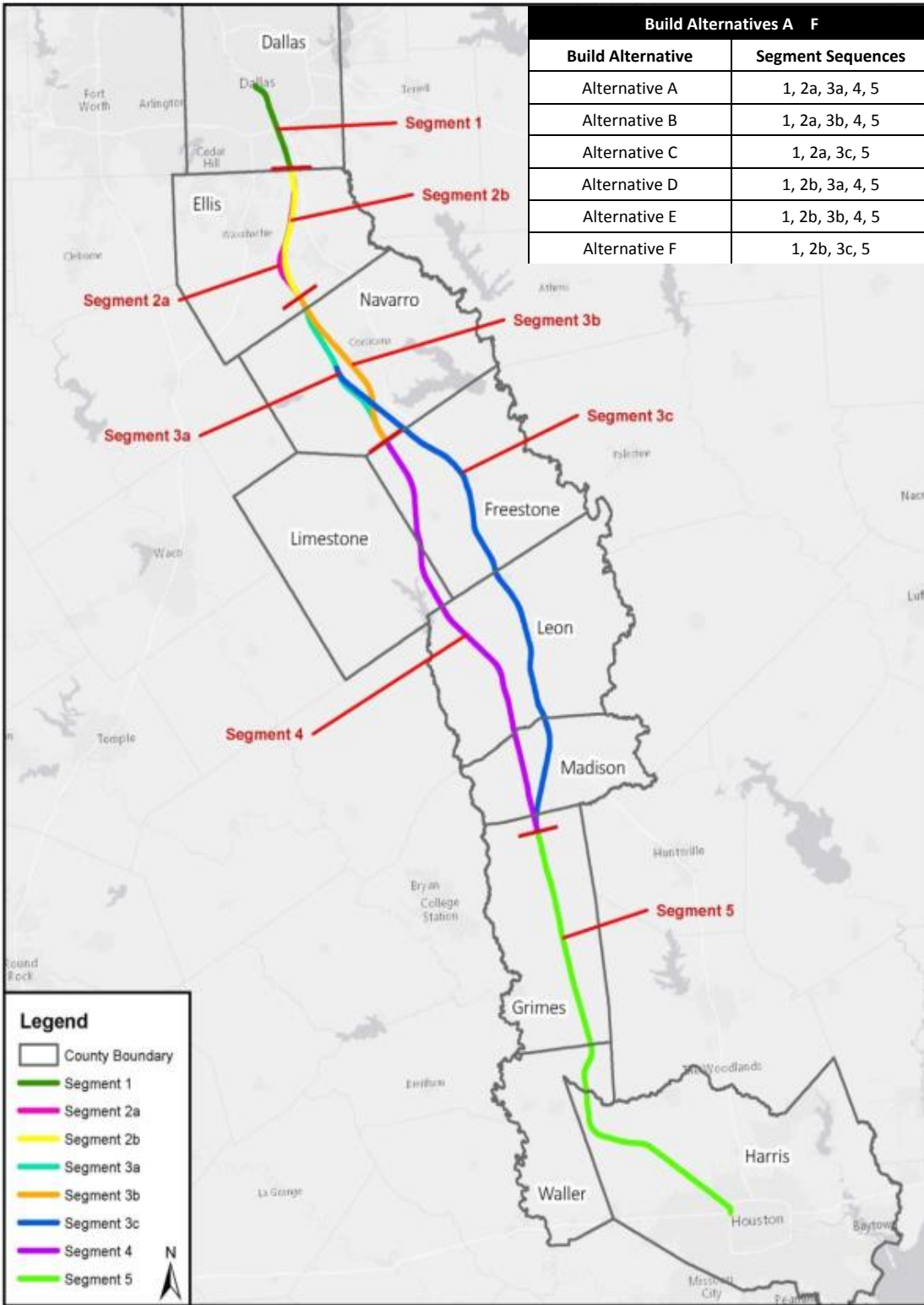


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Advisory Council on Historic Preservation  
Mr. Christopher Wilson  
401 F Street NW  
Suite 308  
Washington, DC 20001-2637

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Wilson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

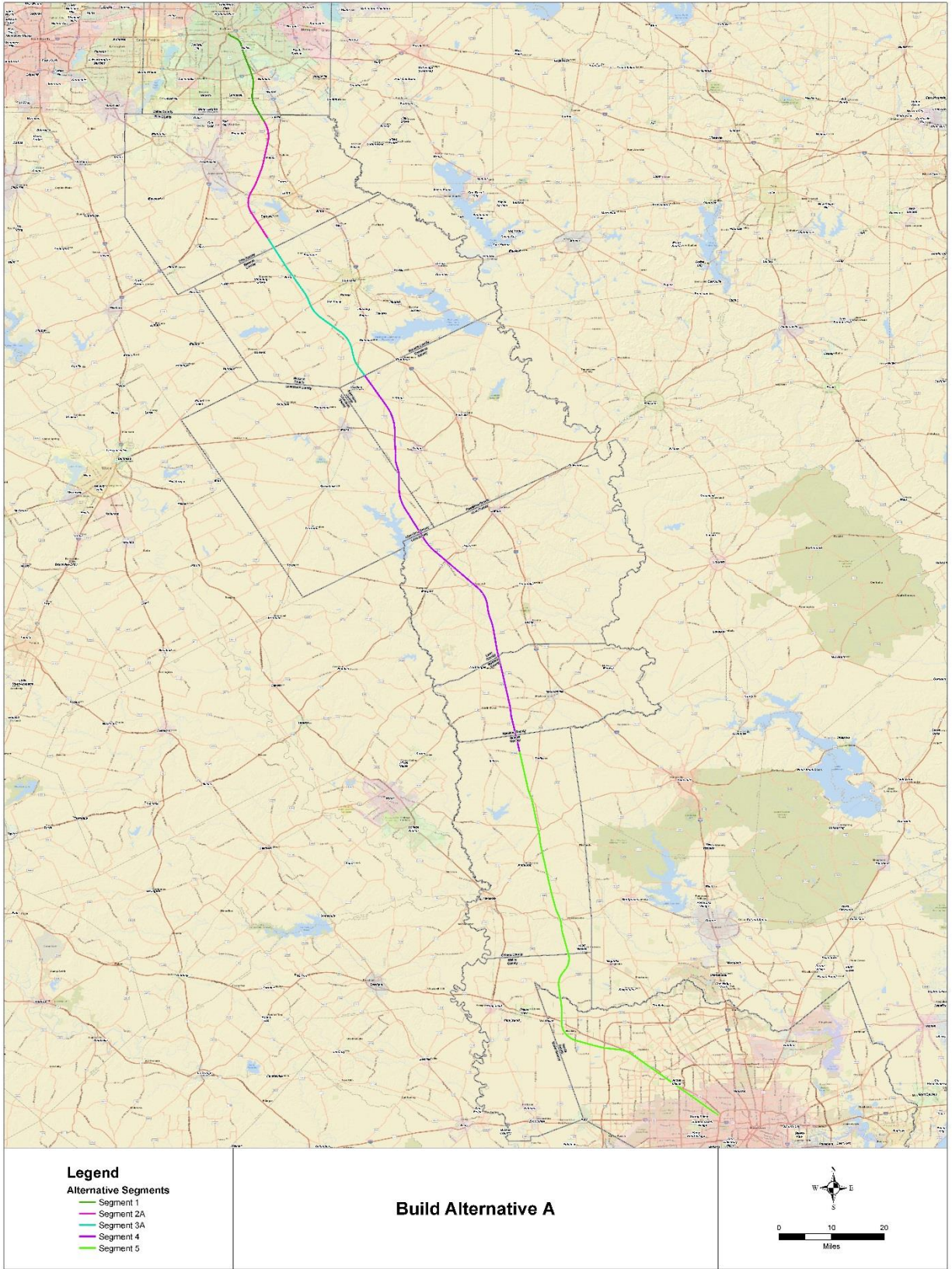
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Advisory Council on Historic Preservation  
Ms. Sarah Stokely  
401 F Street NW  
Suite 308  
Washington, DC 20001

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Stokely,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

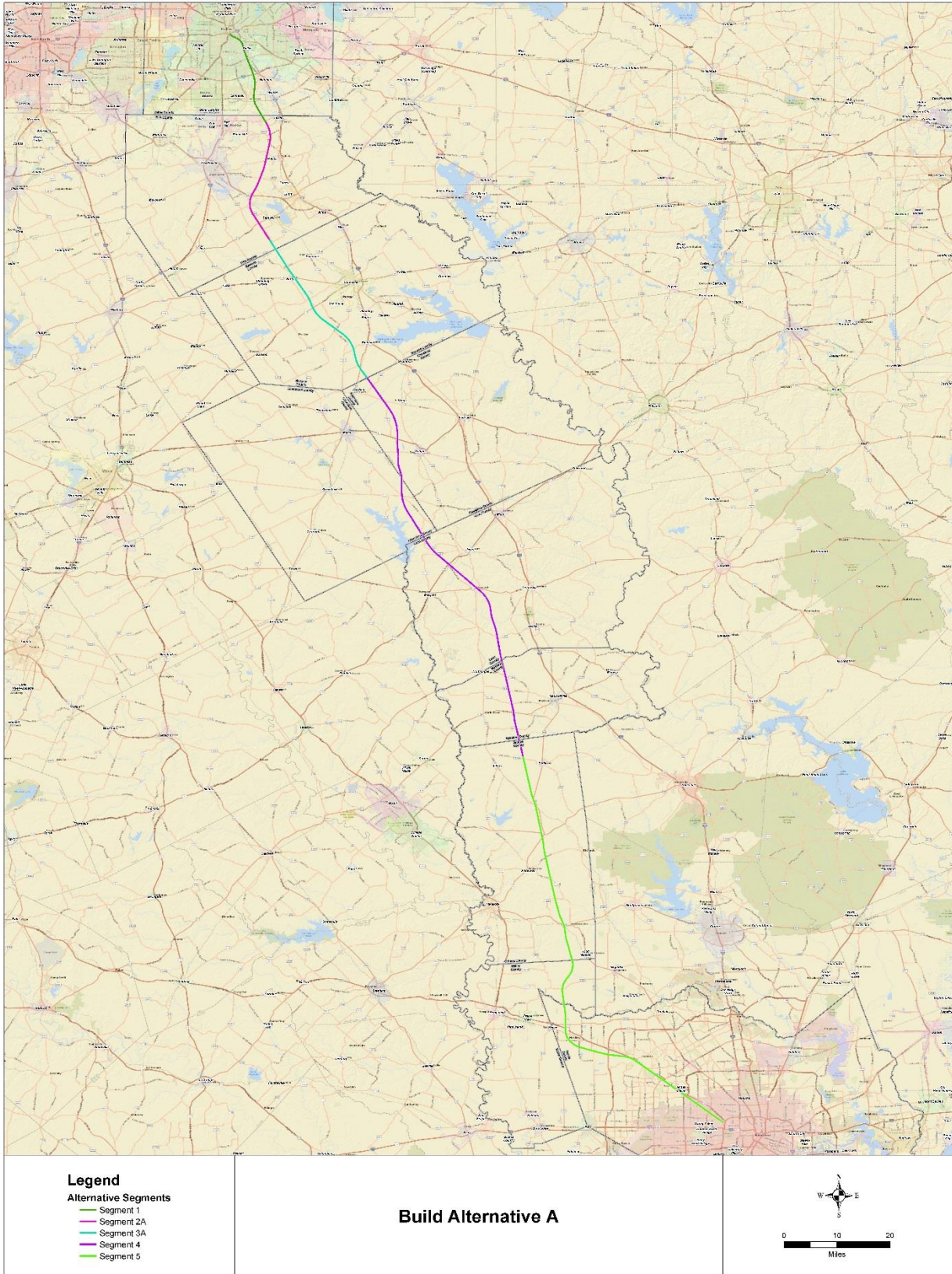
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Central Railroad  
Mr. Bill Tucker  
1409 South Lamar Street  
Suite 1022  
Dallas, TX 75215

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Tucker,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

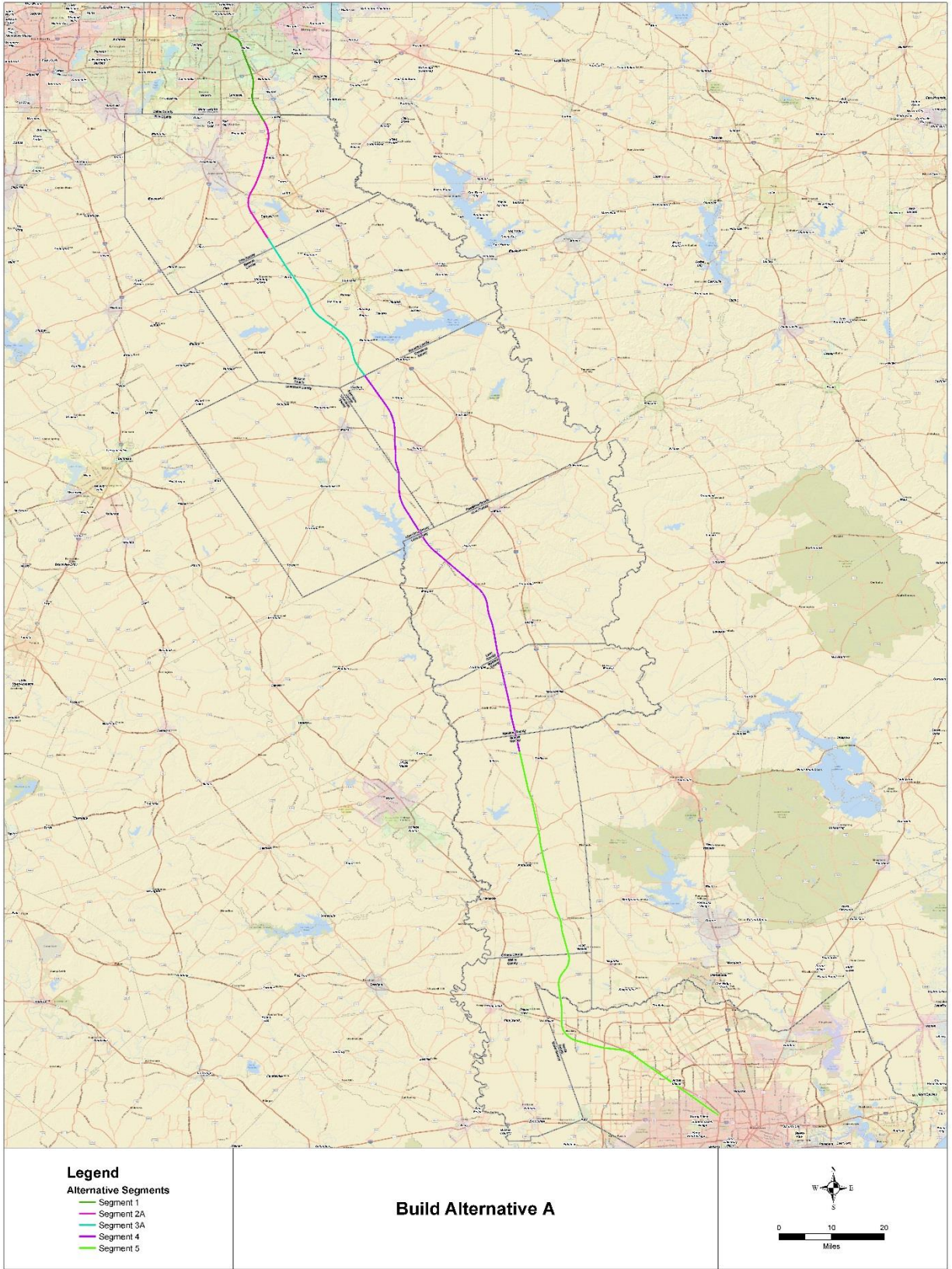
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a large initial "K" and a long, sweeping underline.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Central Railroad  
Mr. Steve Andersen  
1409 South Lamar Street  
Suite 1022  
Dallas, TX 75215

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Andersen,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.



If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

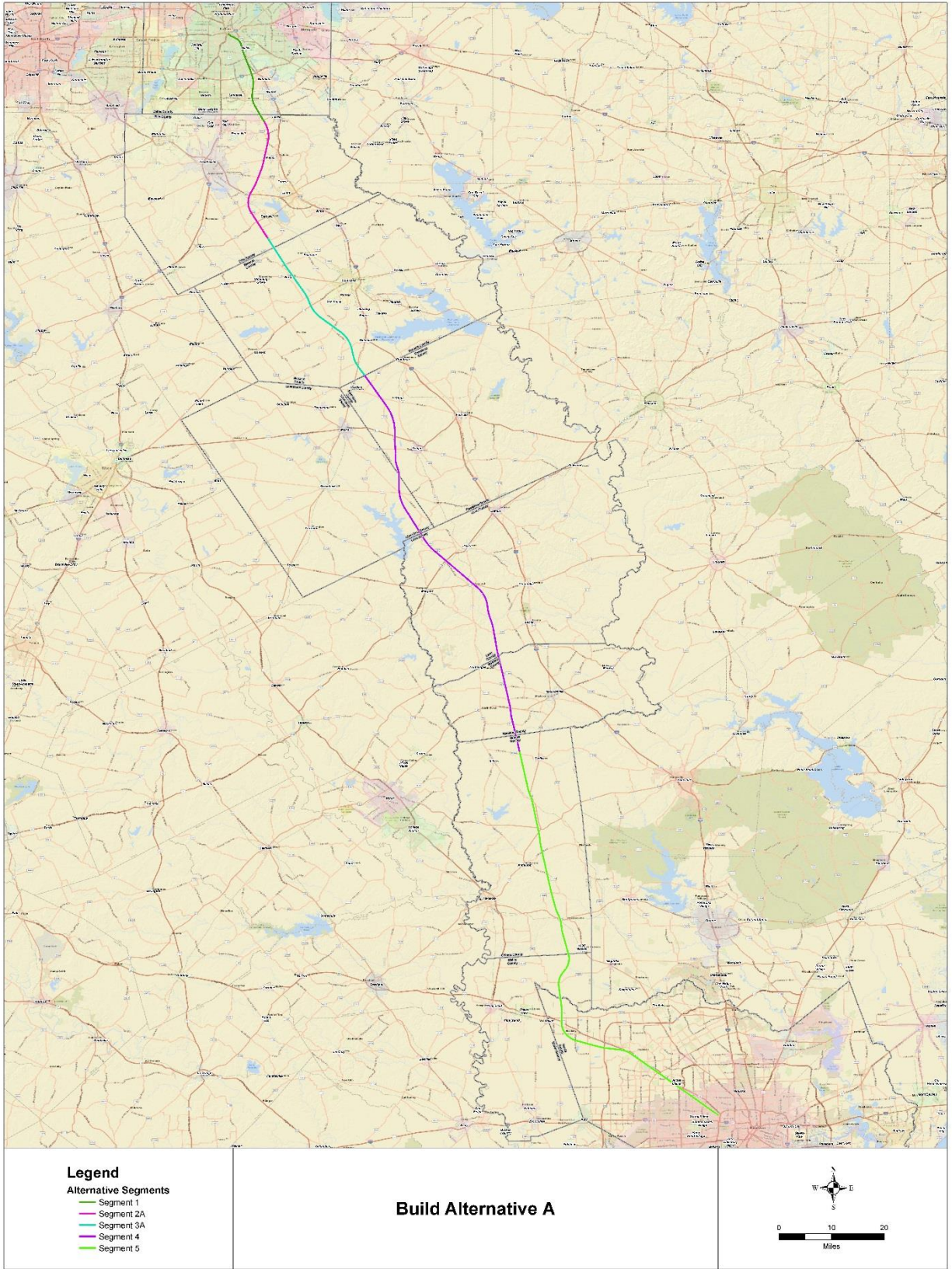
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Federal Highway Administration  
Ms. Catherine Dobbs  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Dobbs,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

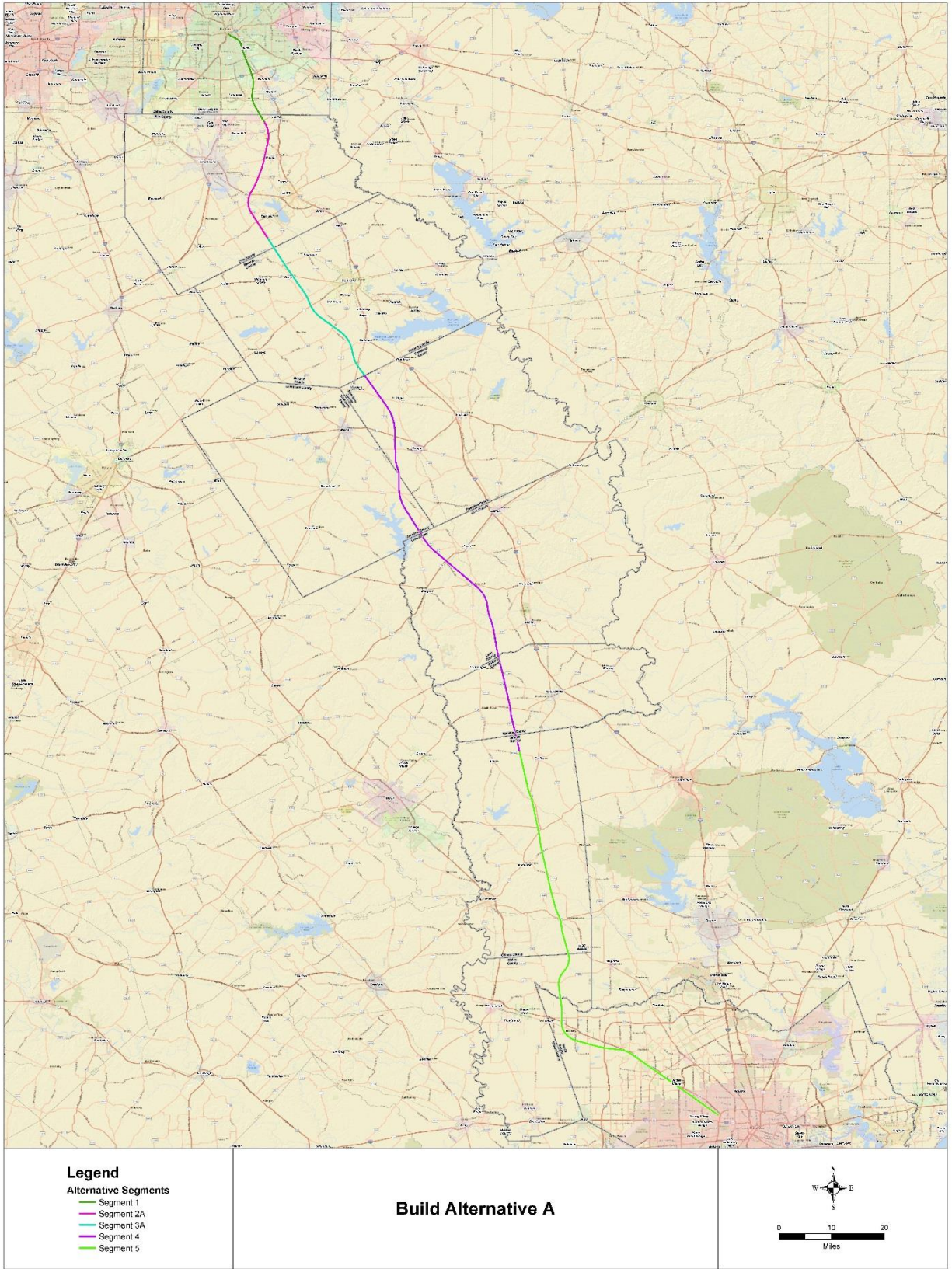
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Mr. Mark Wolfe, Texas State Historic Preservation Officer  
1511 Colorado  
P.O. Box 12276  
Austin, TX 78701-2276

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr Wolfe,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

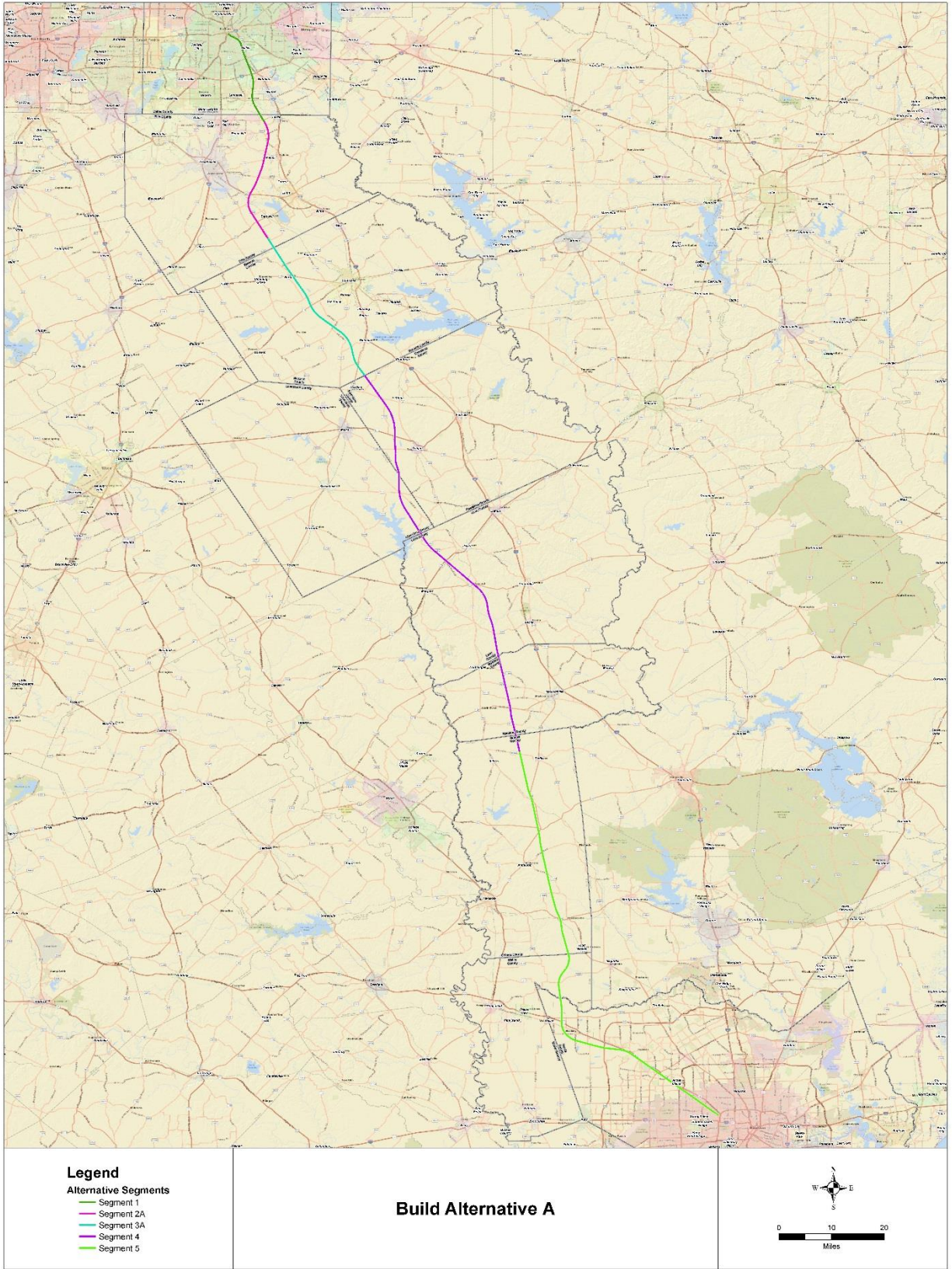
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Mr. Bill Martin  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Martin,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

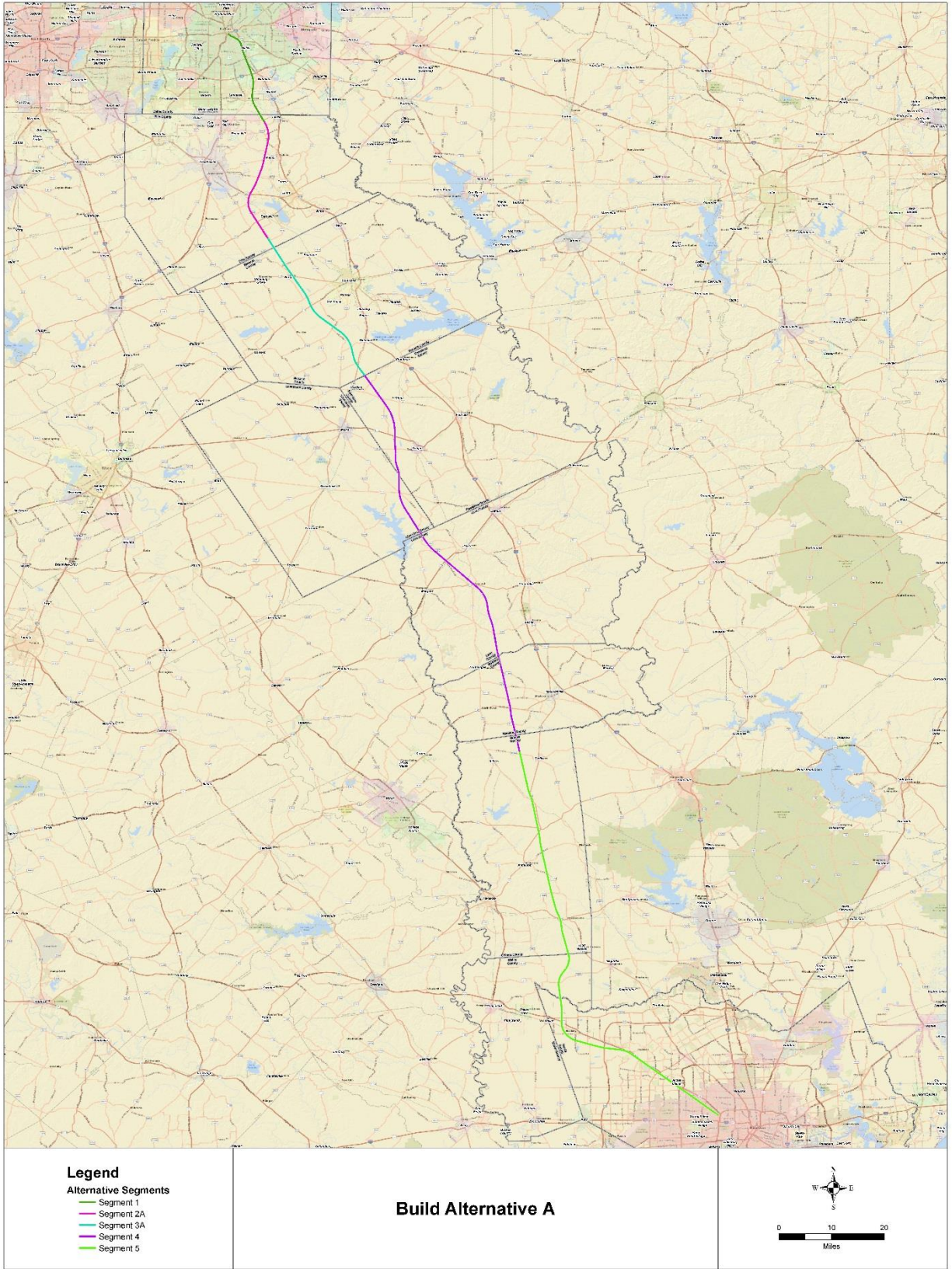
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Ms. Rebecca Shelton  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Shelton,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

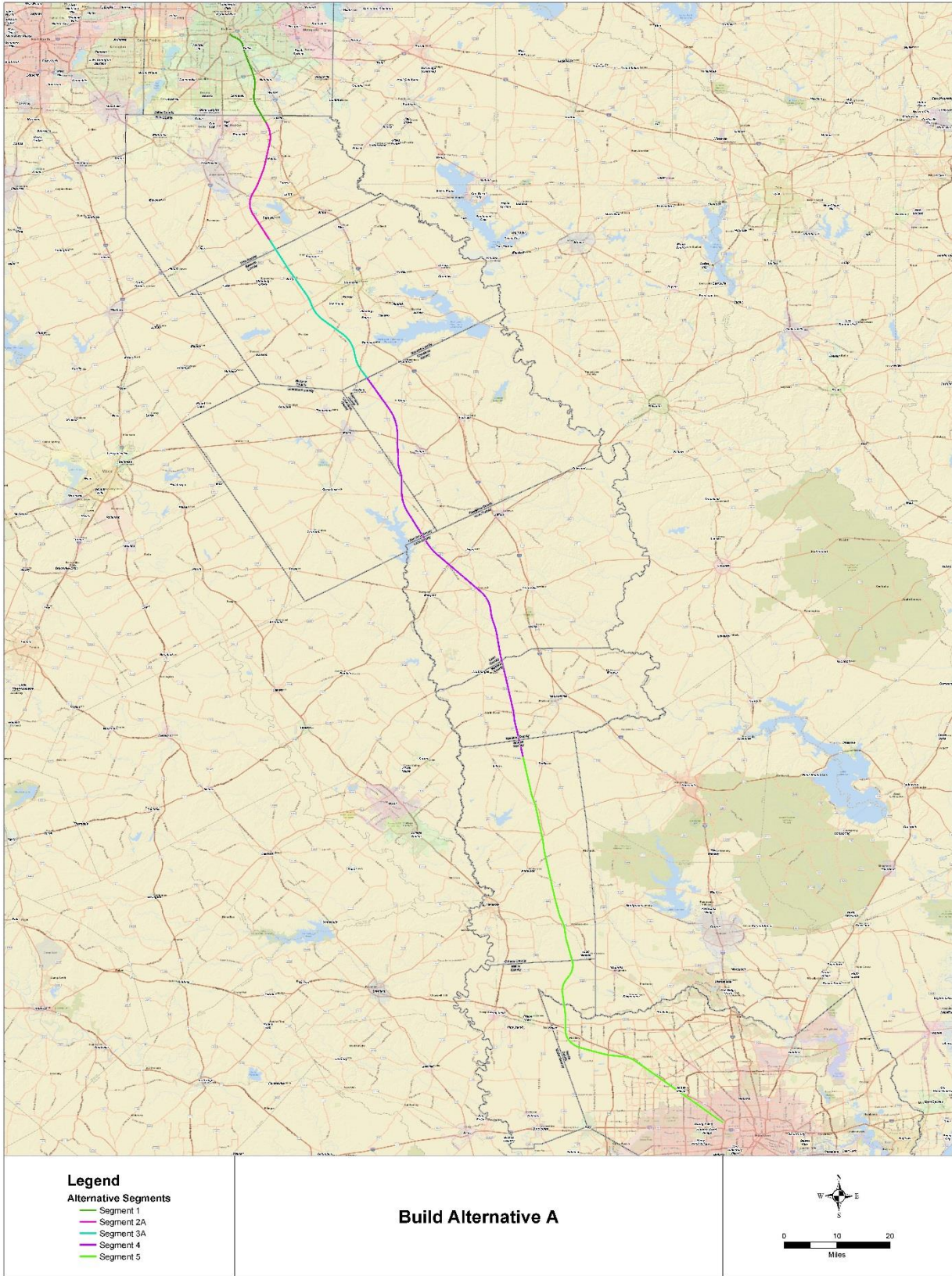
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Mr. Justin Kockritz  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Kockritz,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

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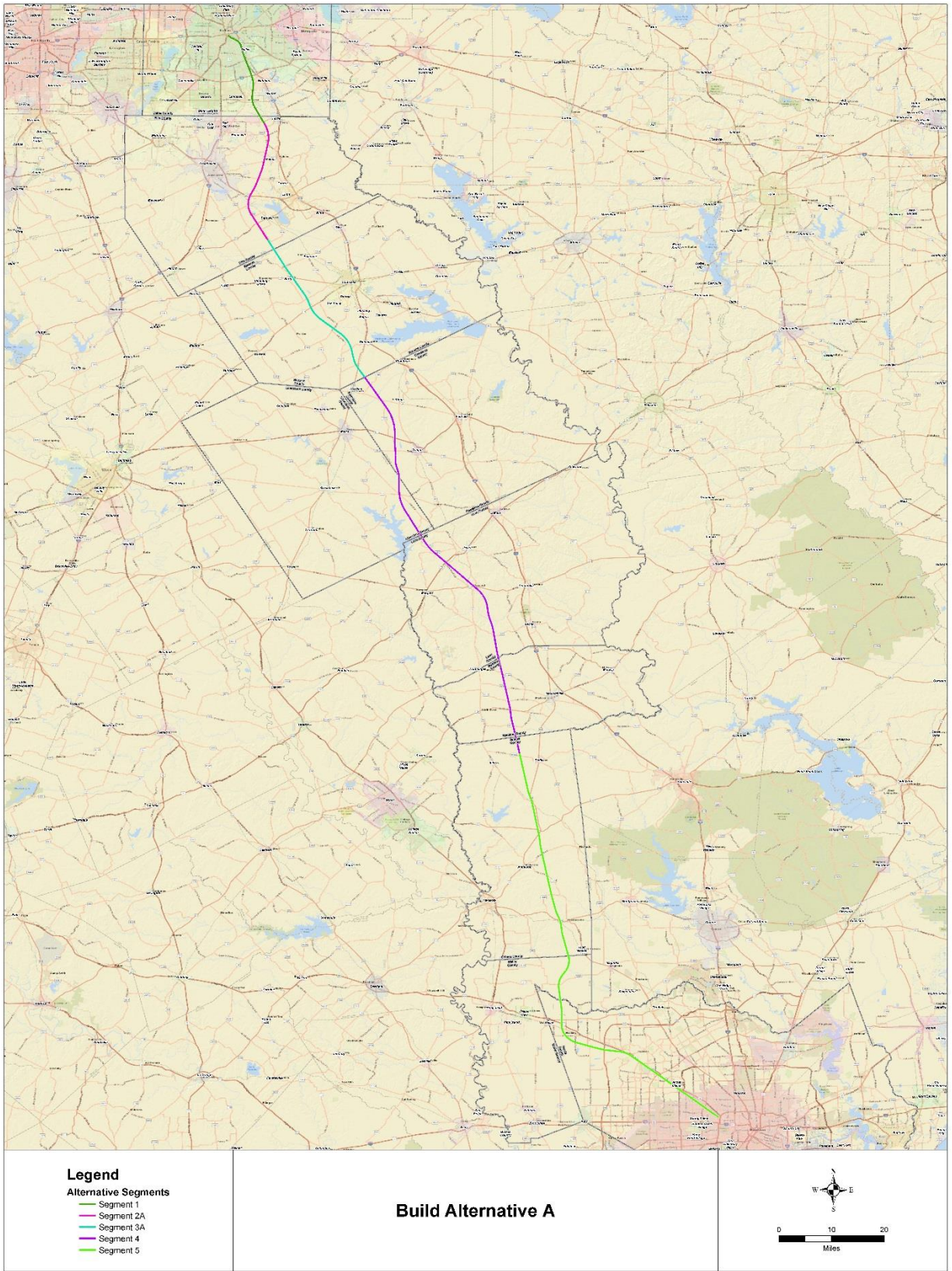
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Ms. Elizabeth Brummett  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Brummett,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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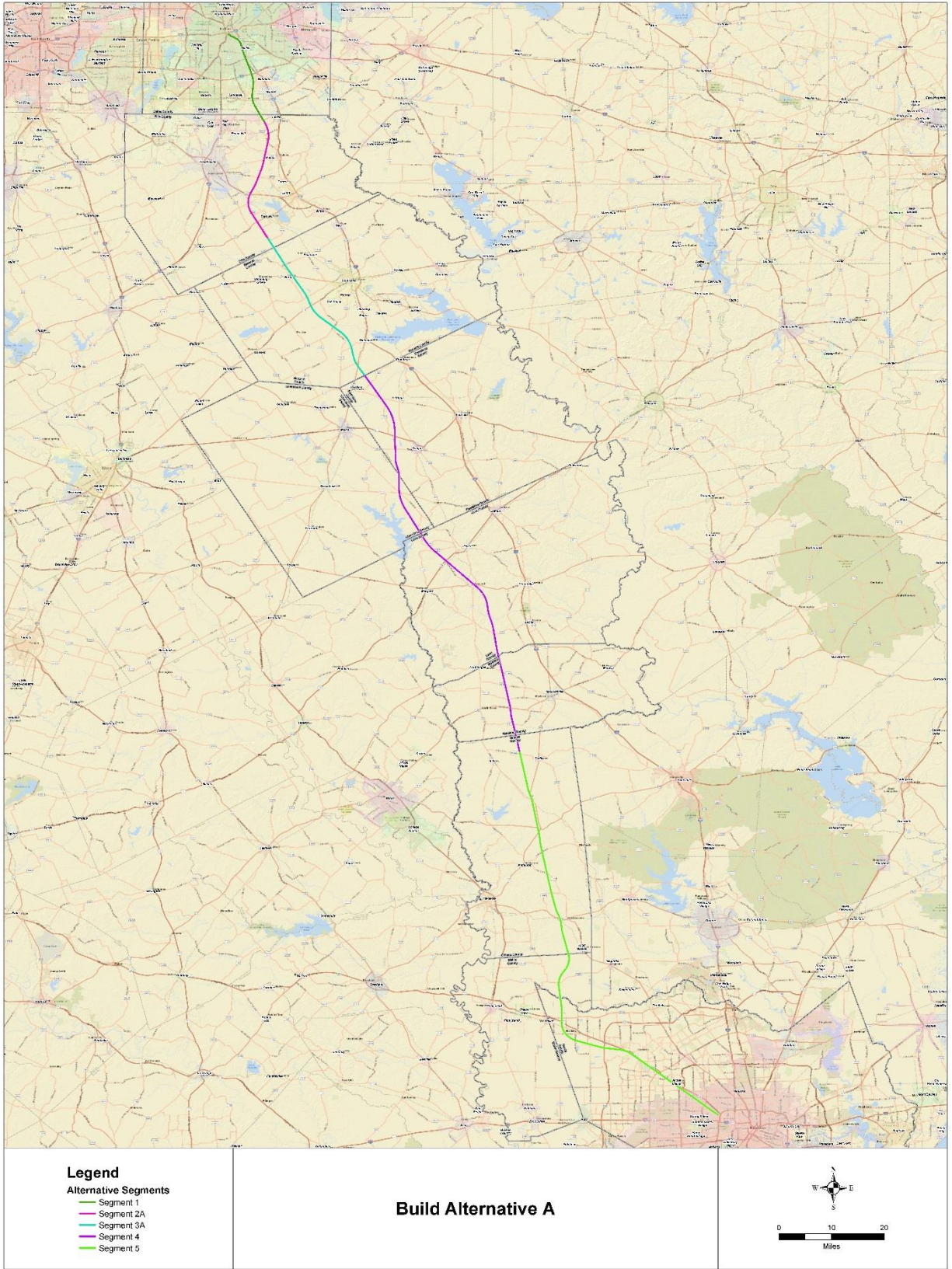
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Ms. Lydia Woods  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Woods,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

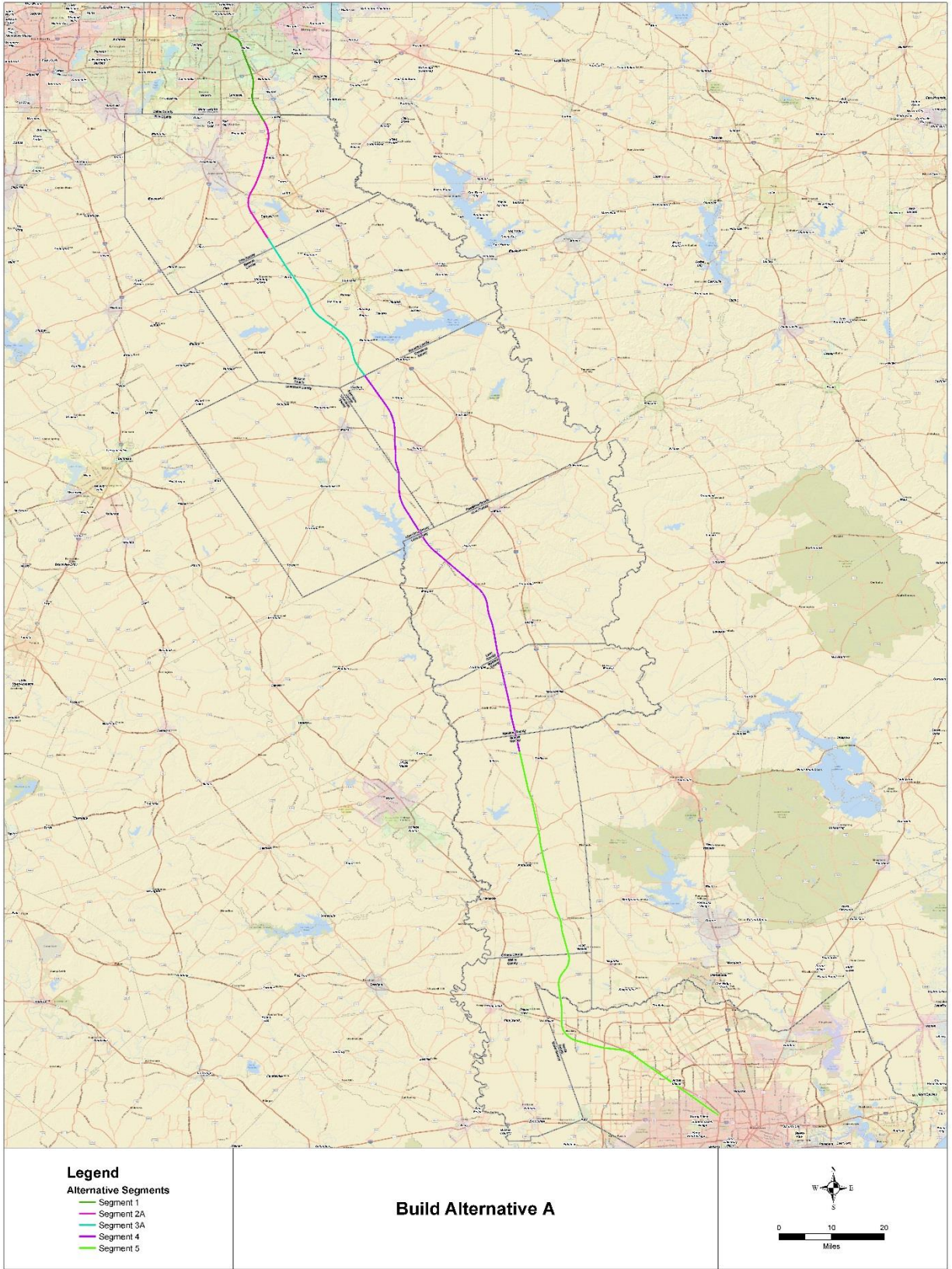
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Historical Commission  
Ms. Pat Mercado-Allinger  
1511 Colorado  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Mercado-Allinger,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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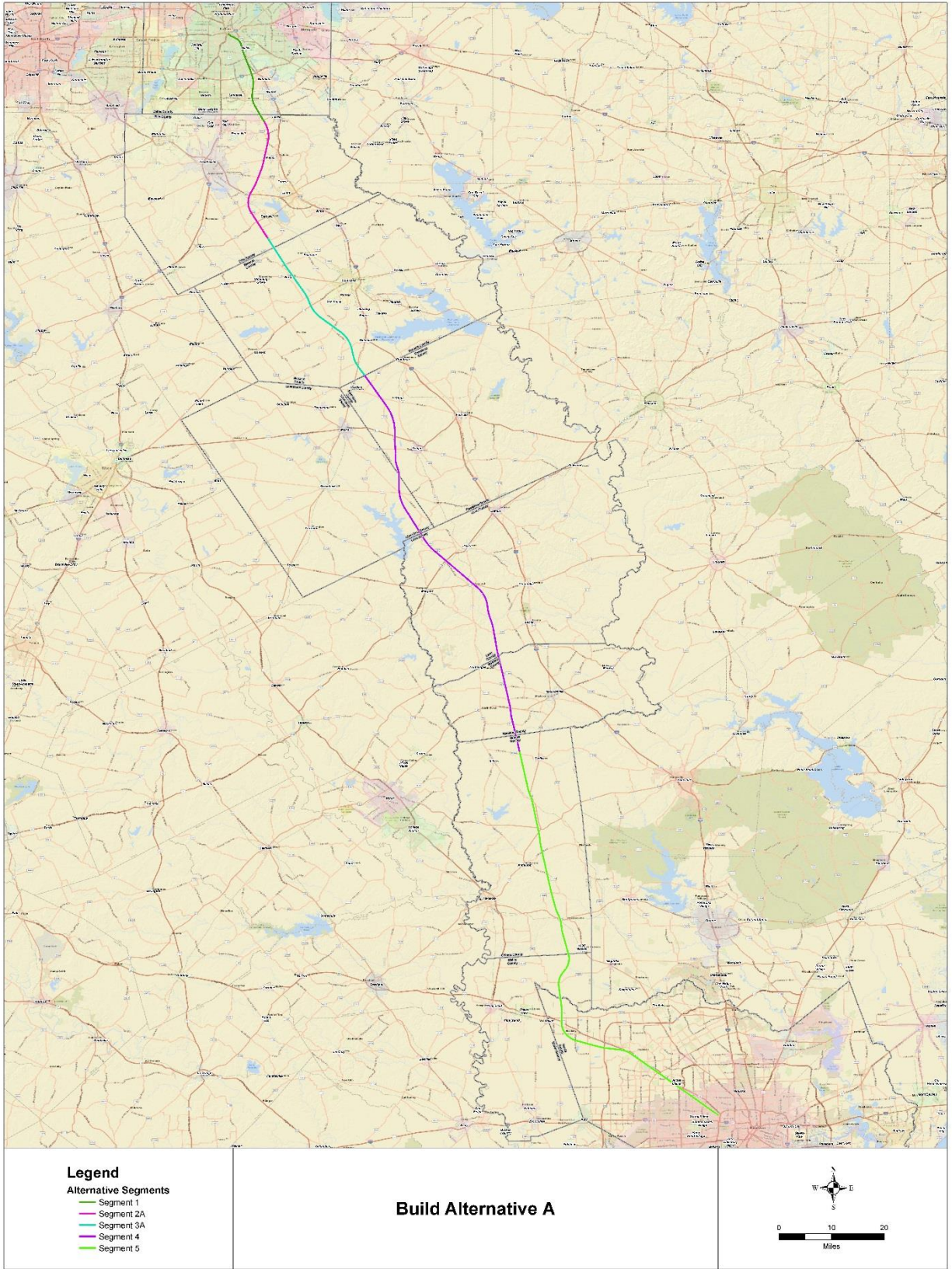
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Darvin Messer  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Messer,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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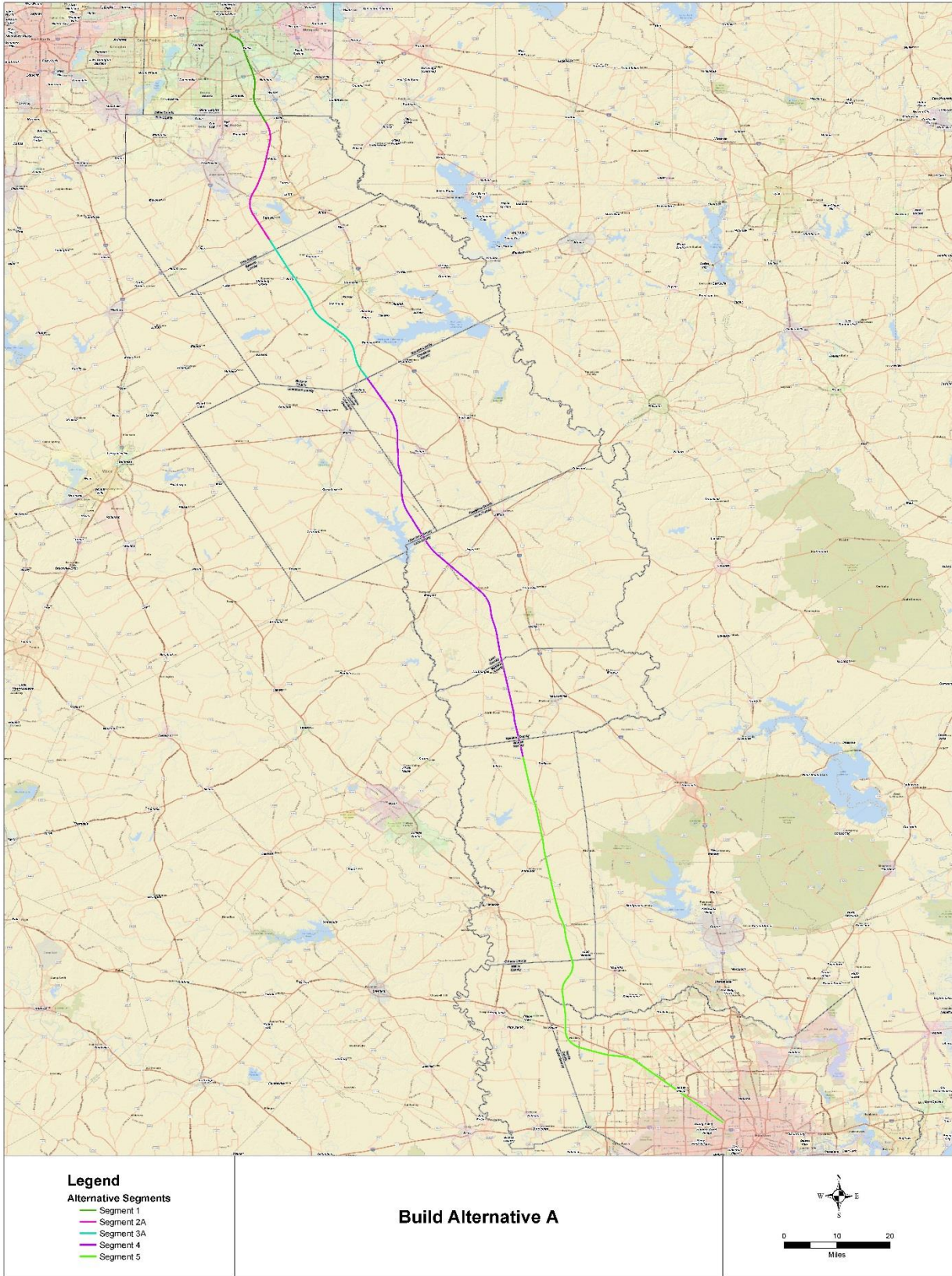
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is written in a cursive style with a large, looped initial "K".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Jimmy Barrera  
Regulatory Archaeologist / Project Manager  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Barrera,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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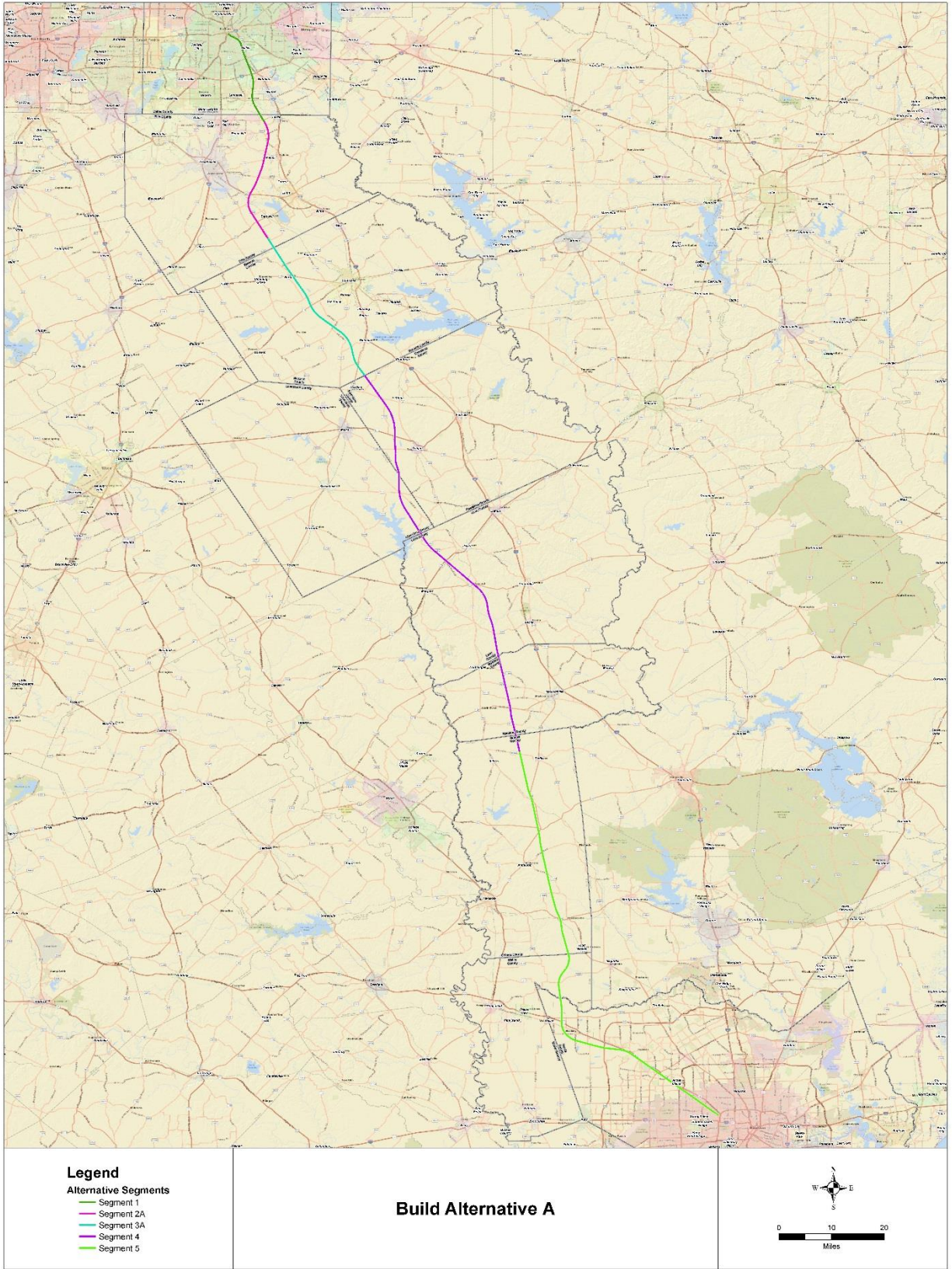
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Ms. Leslie Crippen  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Crippen,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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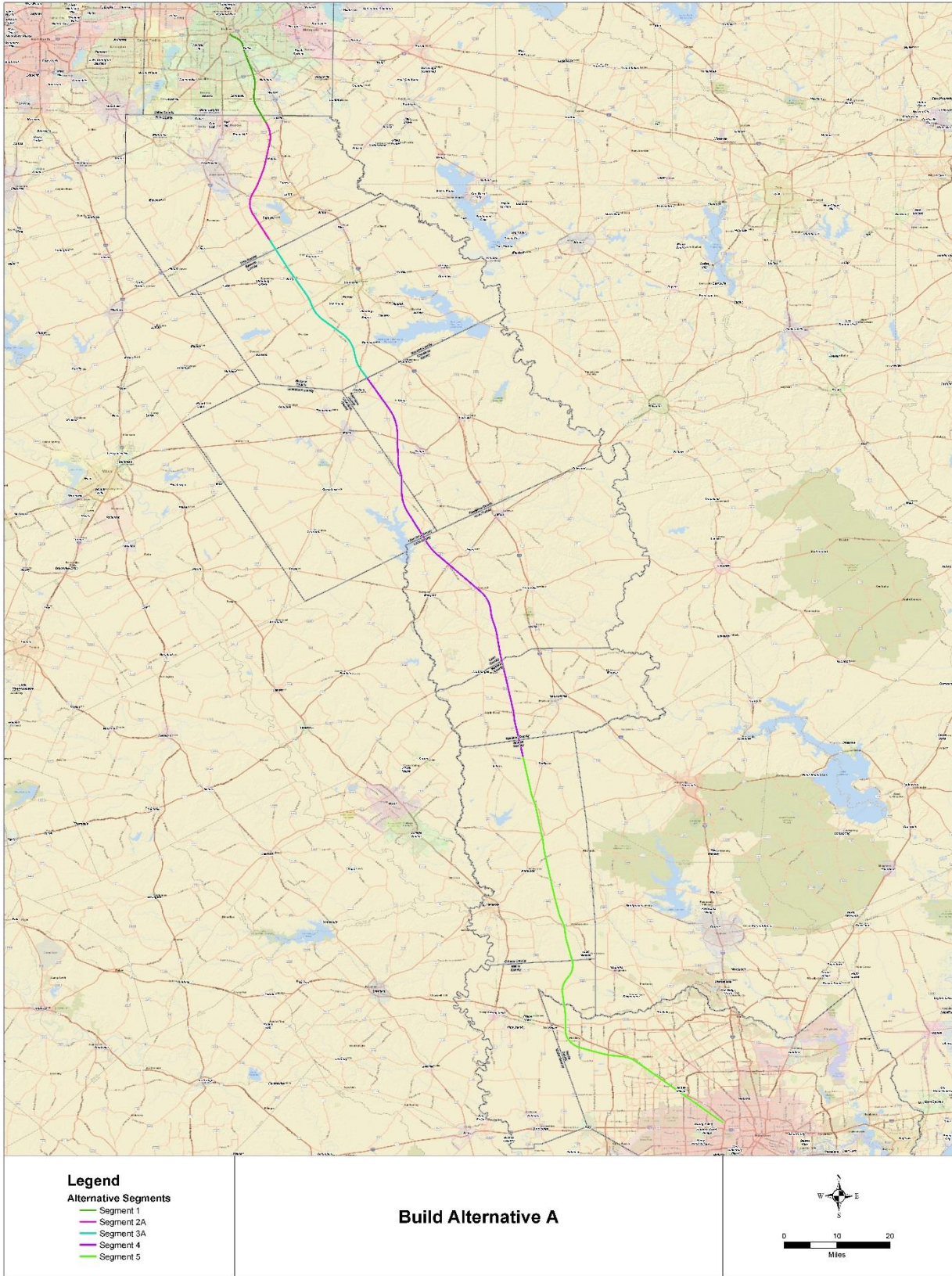
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Ms. Jennifer Walker  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Walker,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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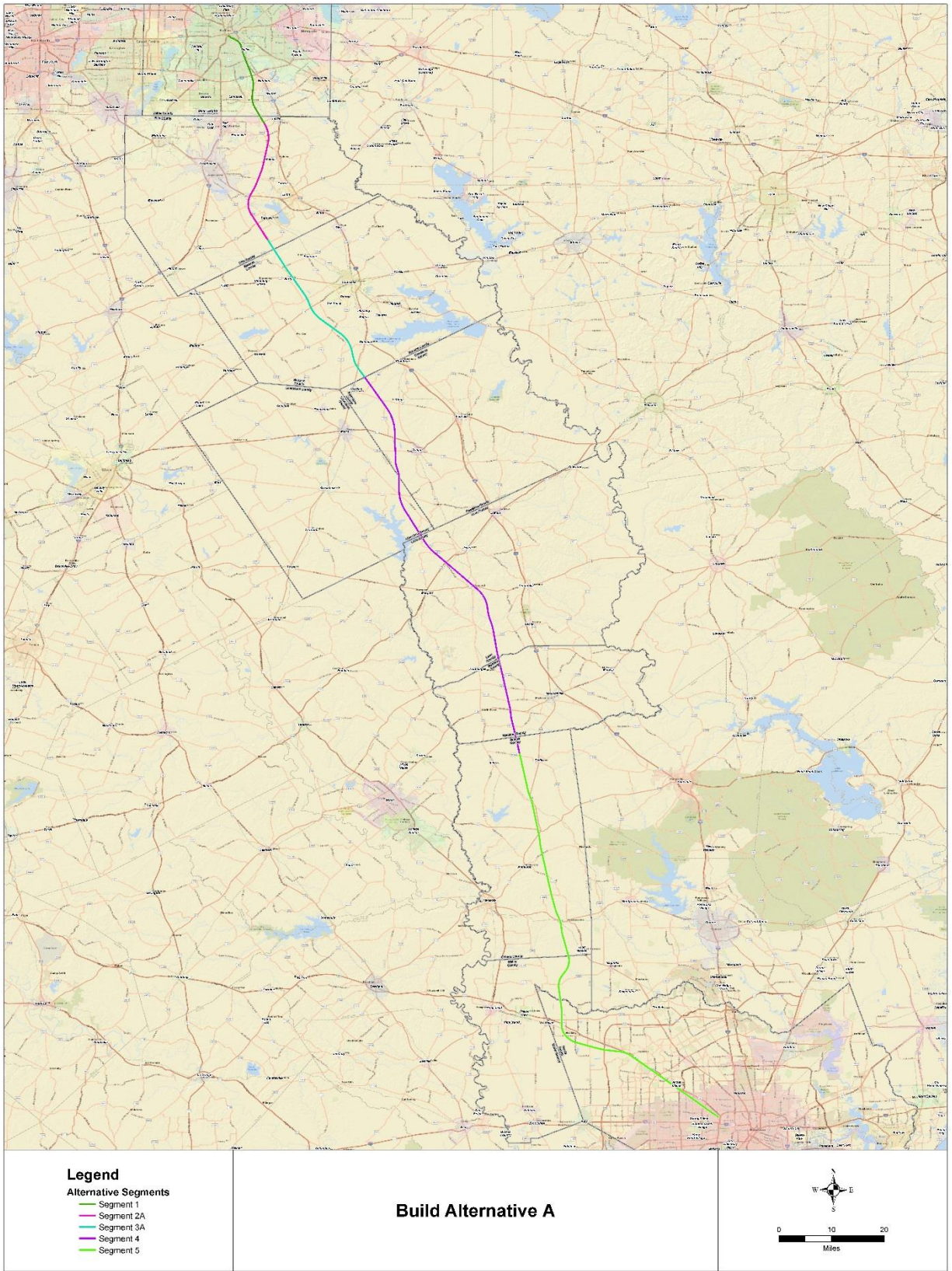
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Stephen Brooks  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Brooks,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

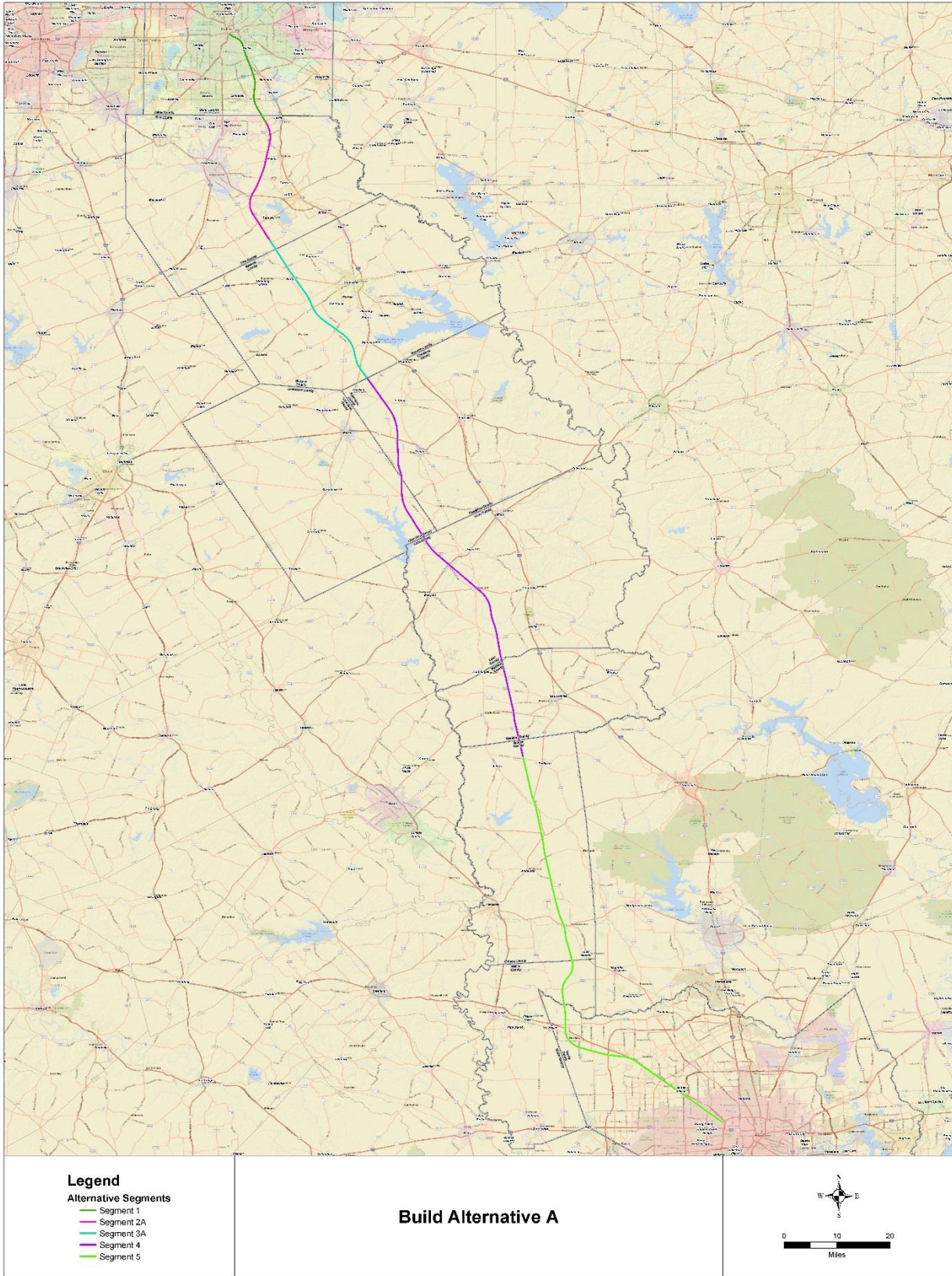
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Chandler Peter  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Peter,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

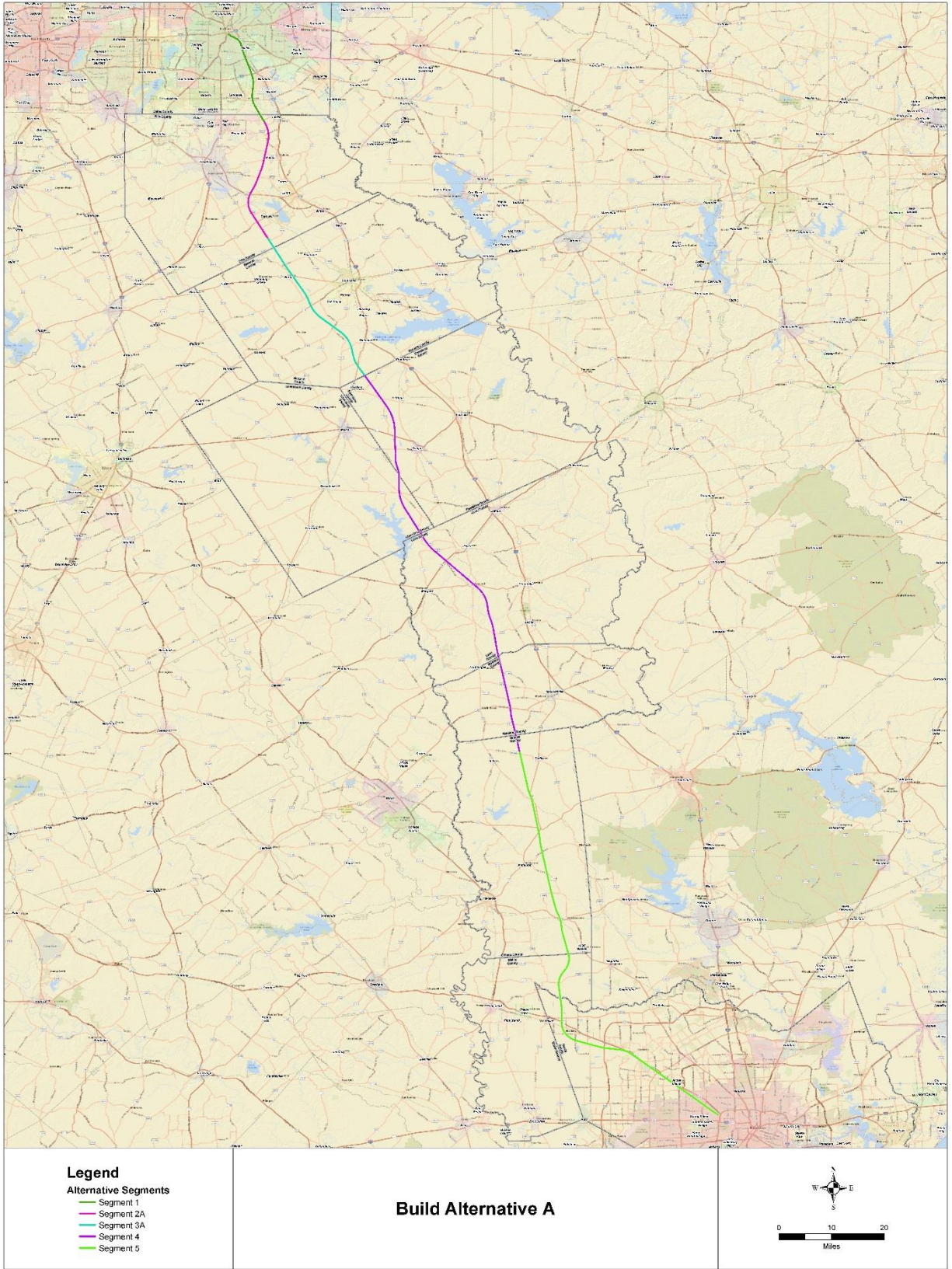
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Joseph Murphey  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Murphey,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

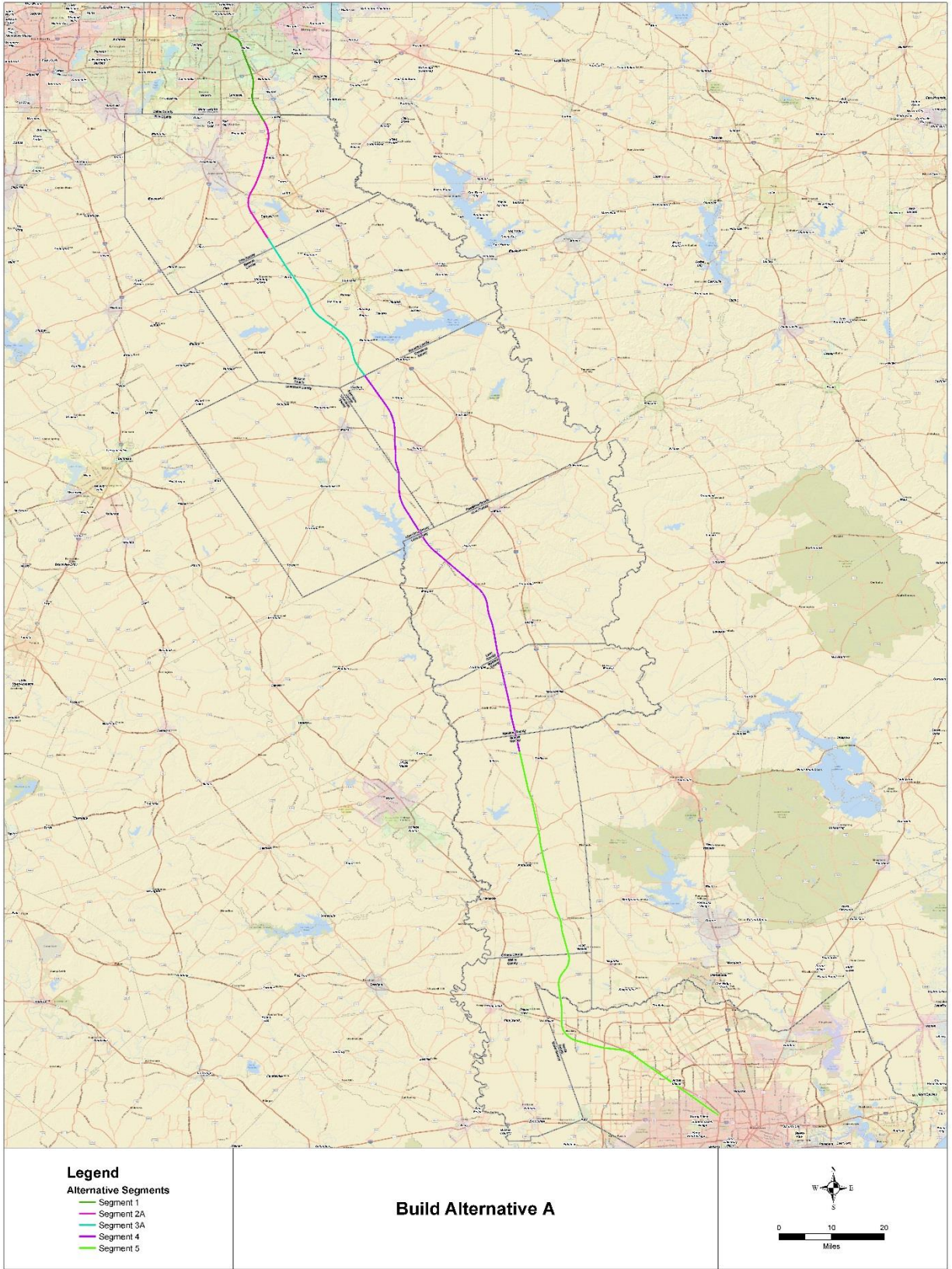
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Jason Story  
819 Taylor Street., Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Story,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

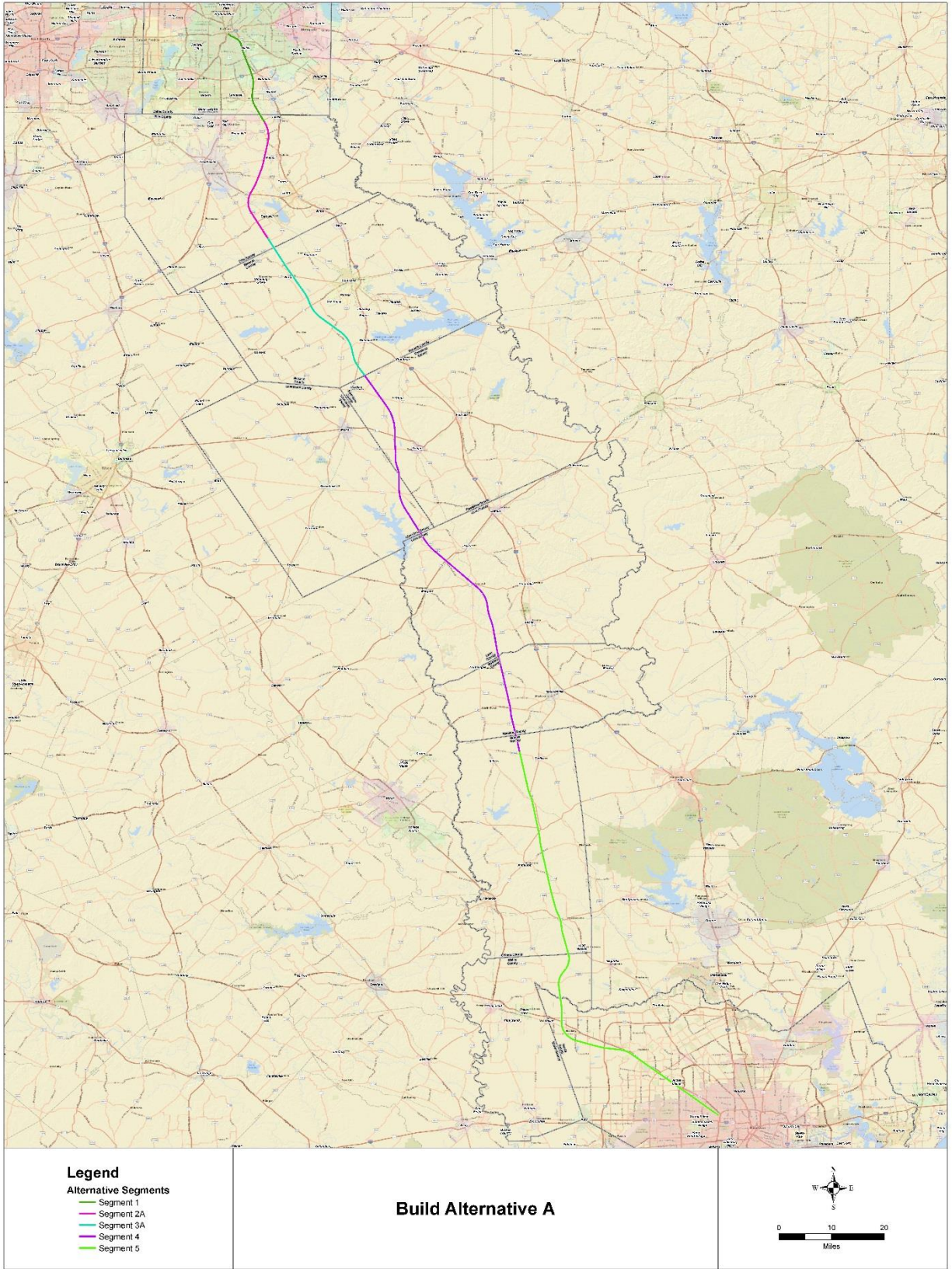
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Ft. Worth District  
Mr. Randall Merchant  
819 Taylor Street, Room 3A37  
Ft. Worth, TX 76102

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Merchant,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

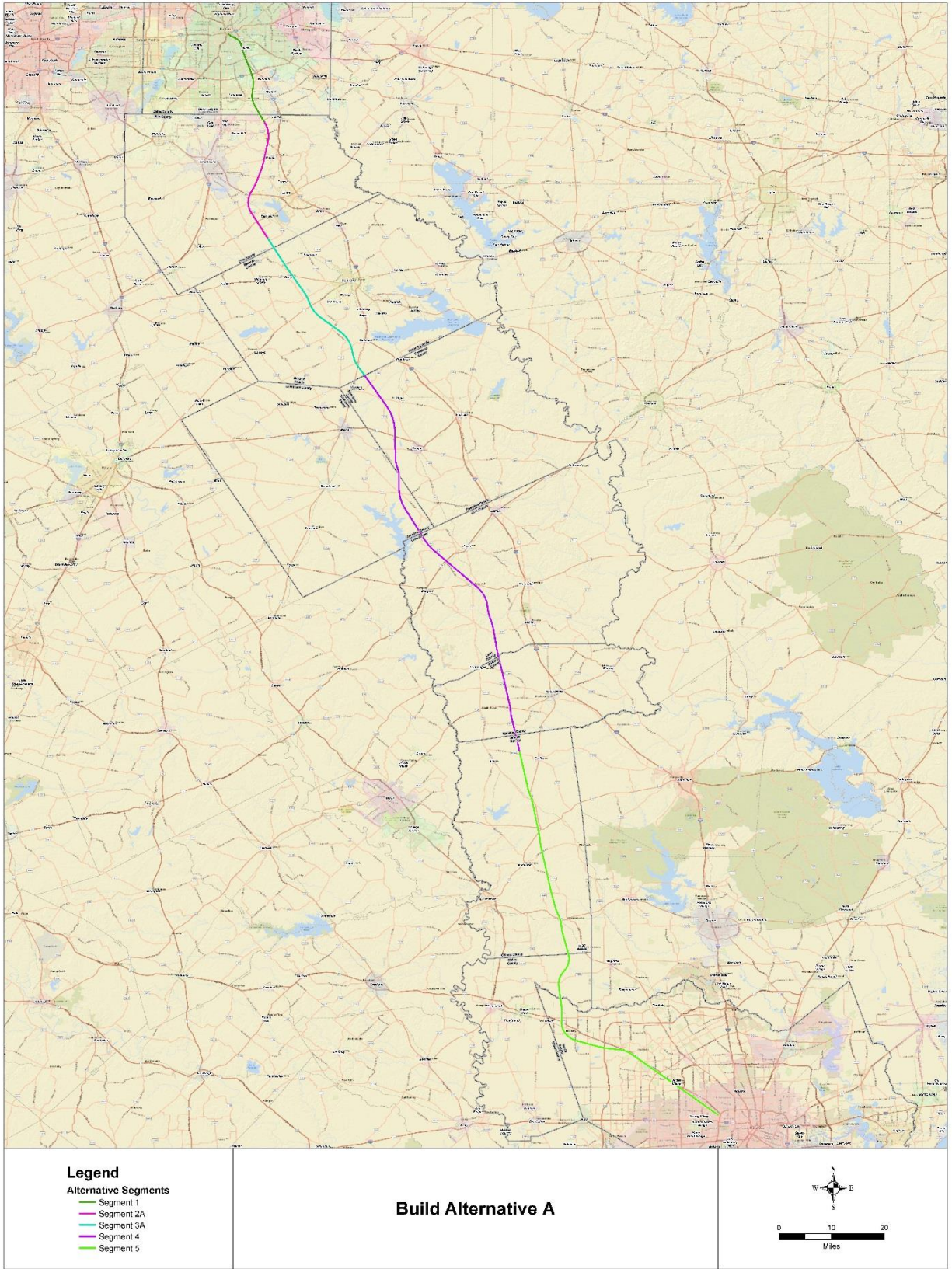
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Galveston District  
Ms. Felicity Dodson  
Regulatory Project Manager  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Dodson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

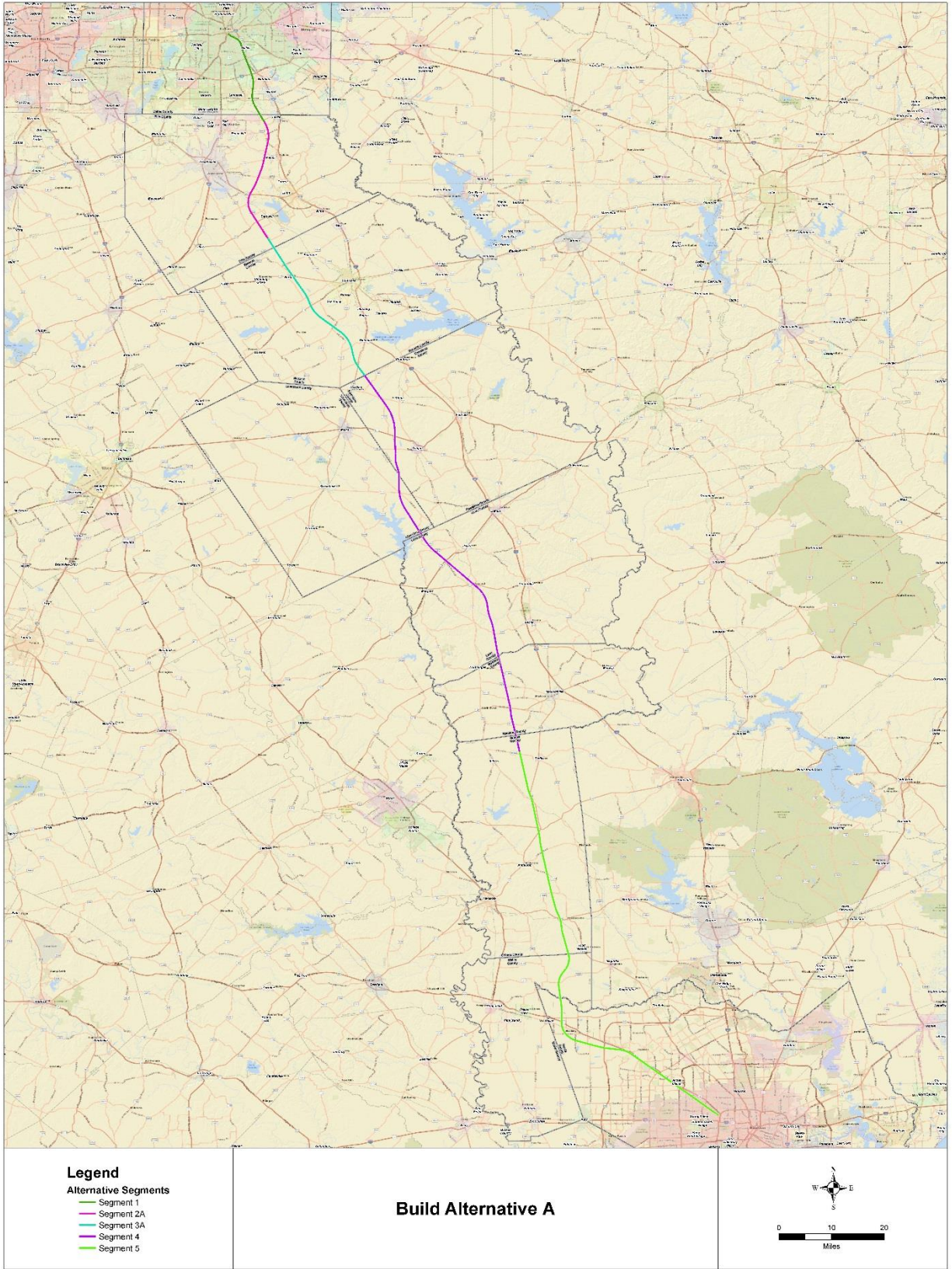
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Galveston District  
Mr. Jerry L. Androy  
Regulatory Staff Archaeologist  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Androy,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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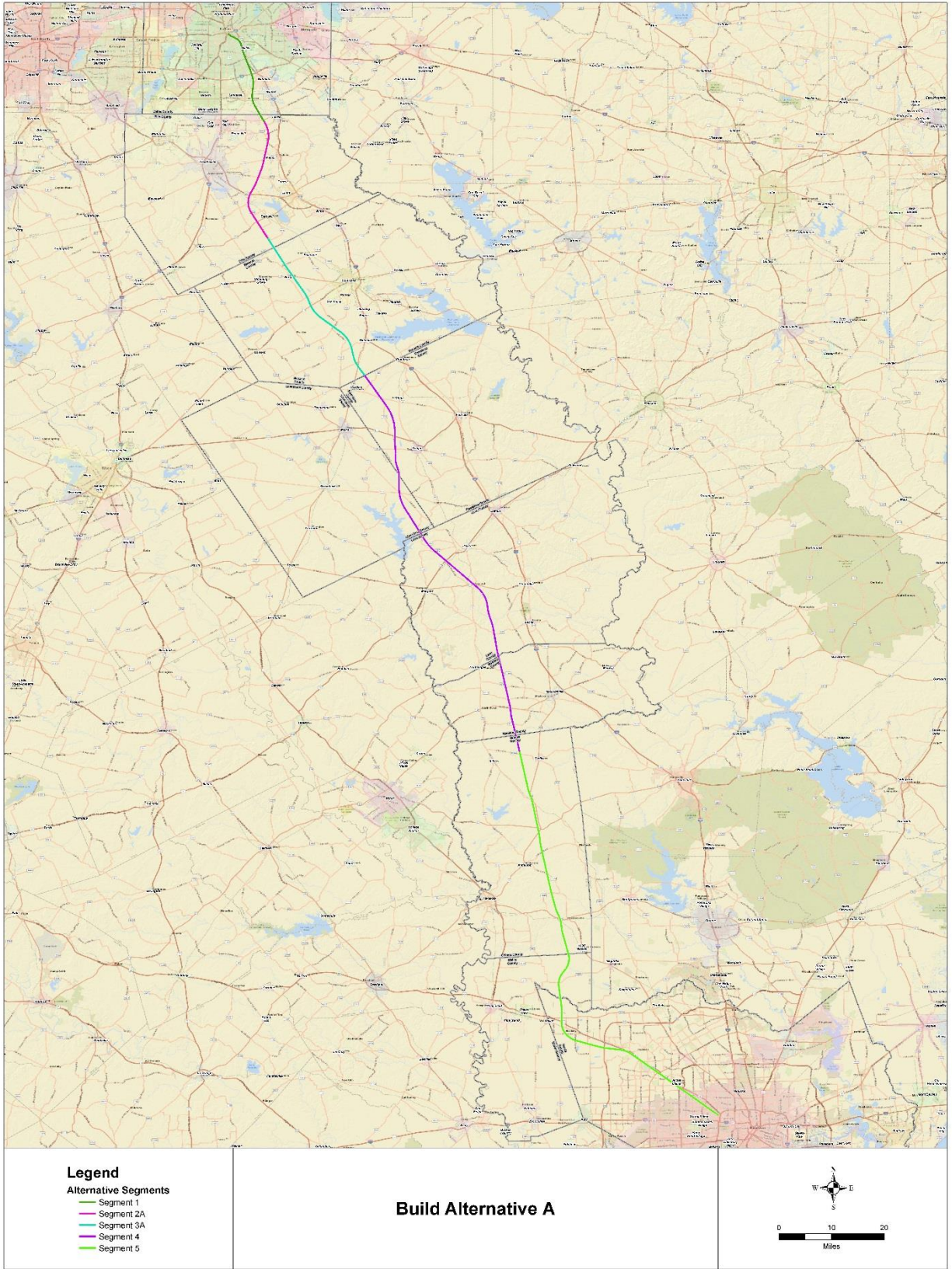
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Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

U.S. Army Corps of Engineers – Galveston District  
Ms. Katharine Talbot  
2000 Fort Point Road  
Galveston, TX 77550

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Talbot,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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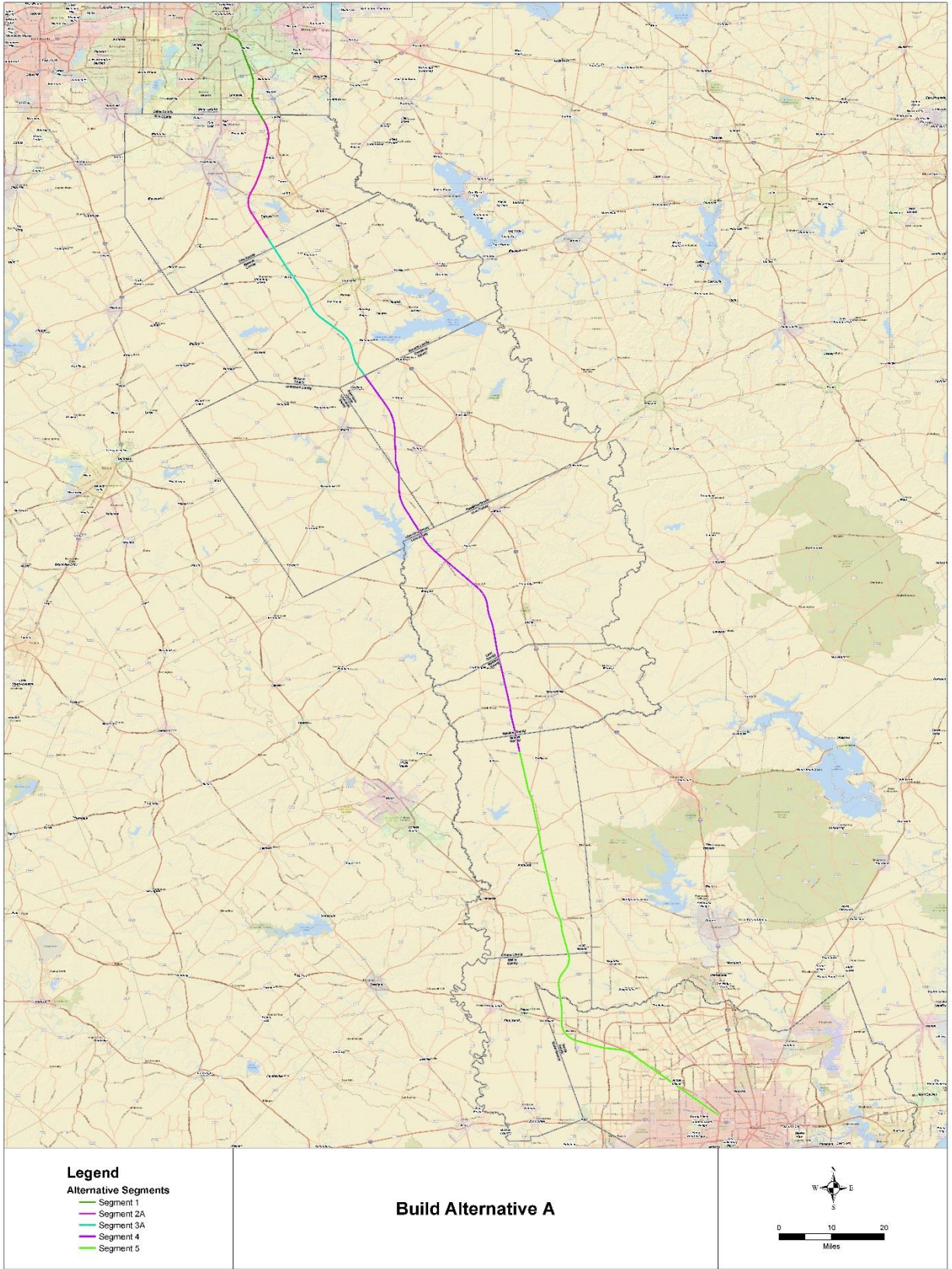
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Department of Transportation  
Ms. Melissa Neeley  
Rail Projects Manager  
125 E. 11th Street  
Austin, TX 78701-2483

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Neeley,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

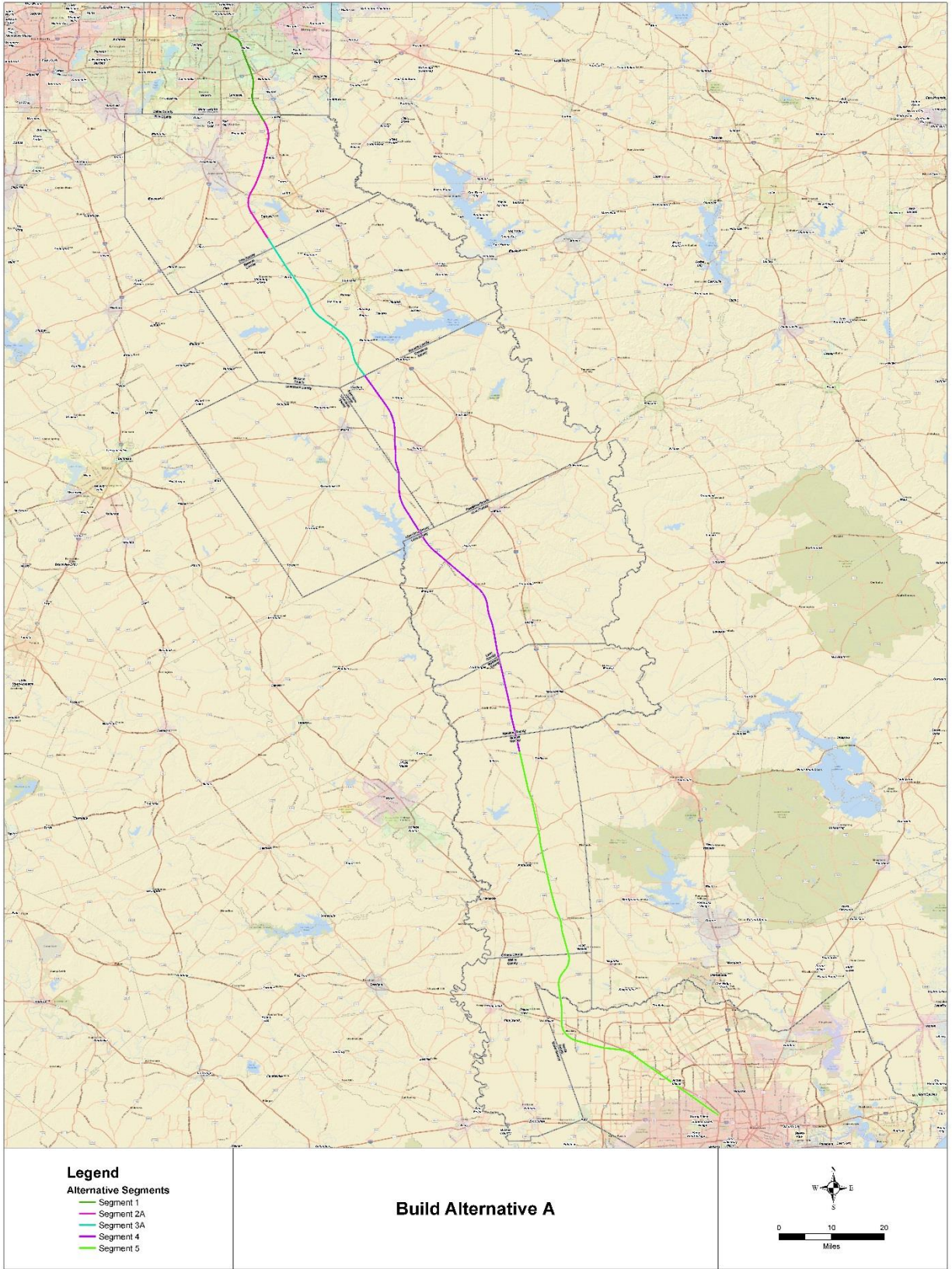
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Department of Transportation  
Mr. Mark Werner  
125 E. 11th Street  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Werner,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

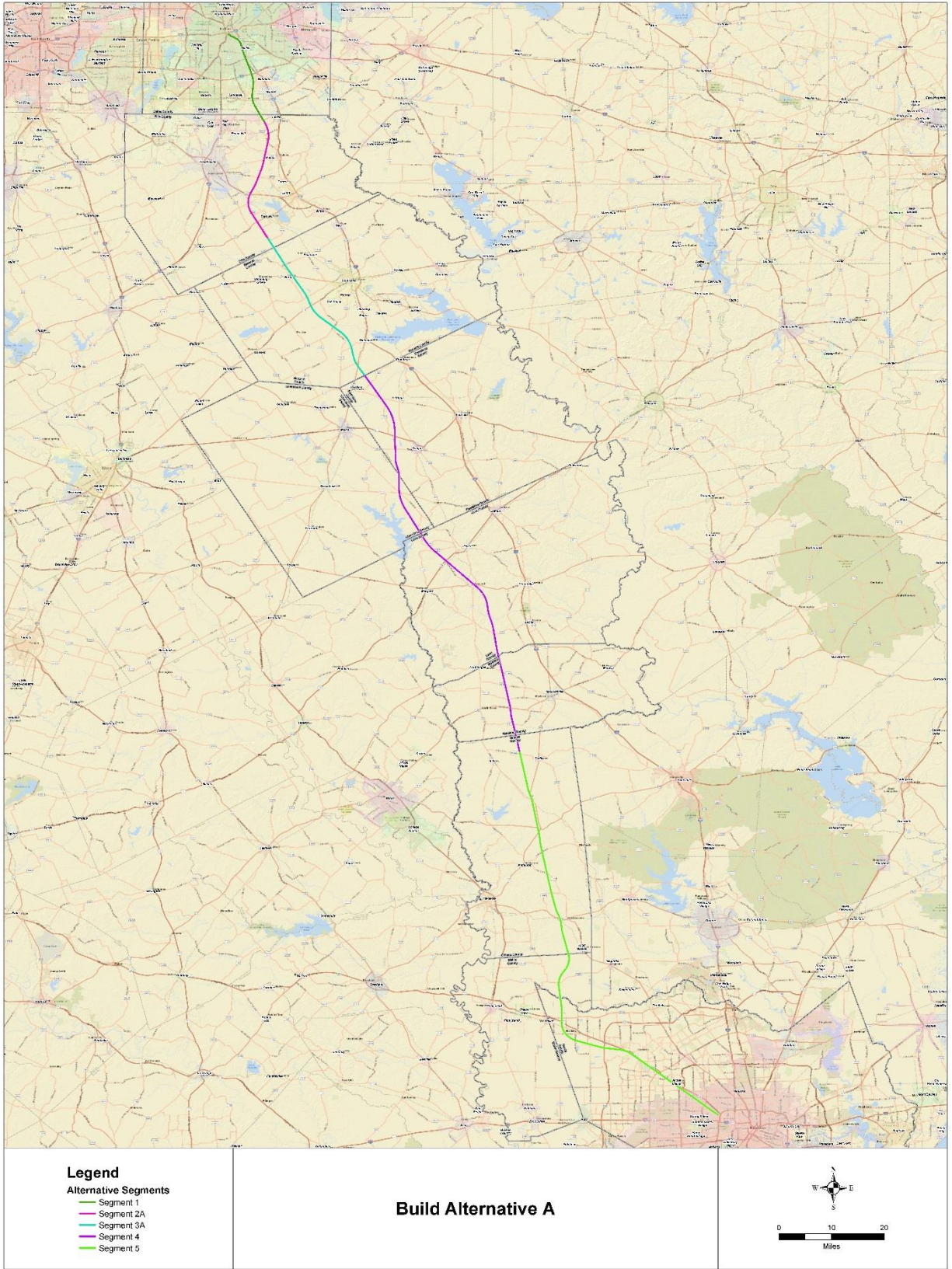
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Department of Transportation  
Ms. Sue Theiss  
125 E. 11th Street  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Theiss,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

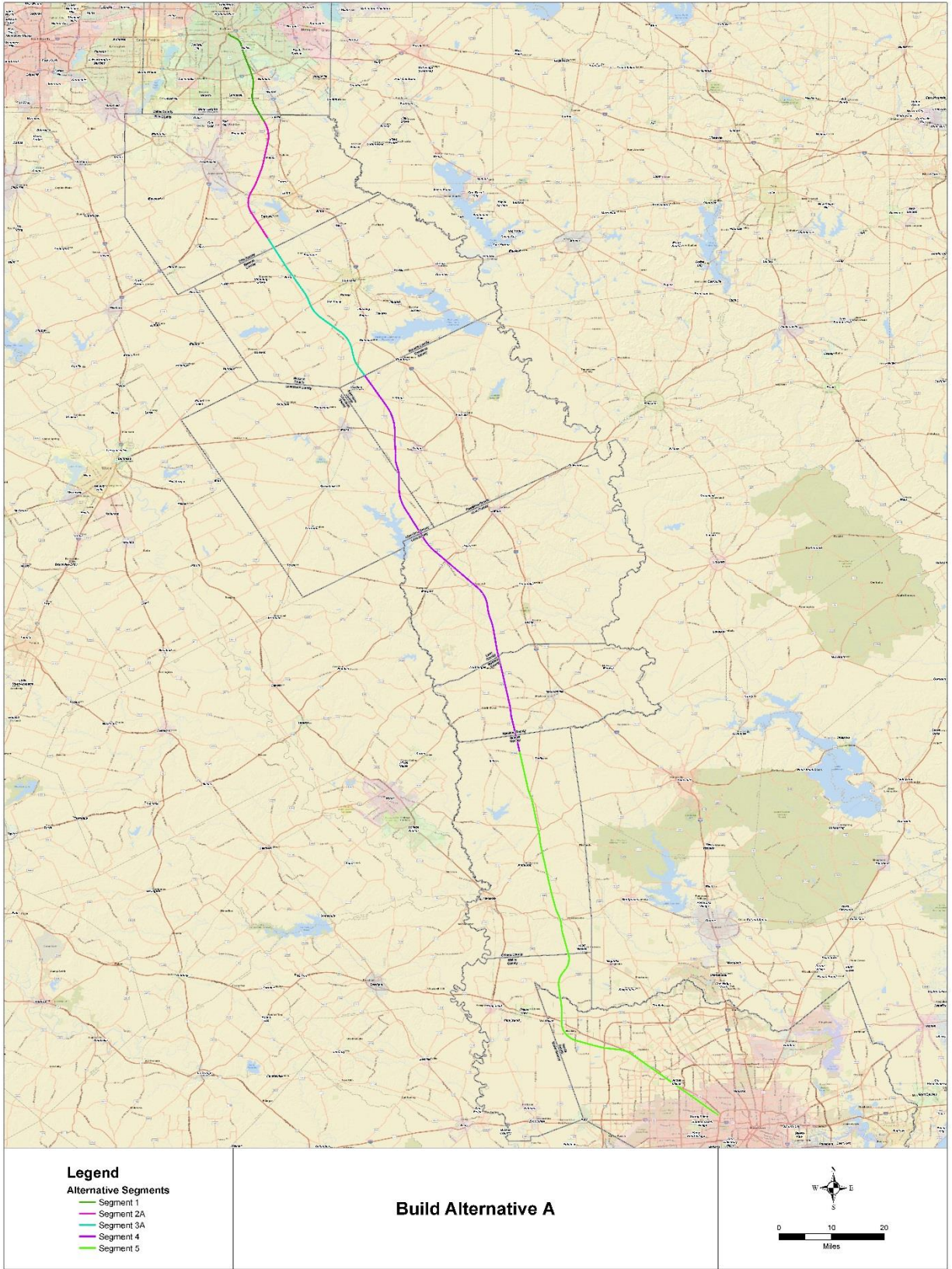
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Department of Transportation  
Mr. Chad Coburn  
125 E. 11th Street  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Coburn,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.



If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

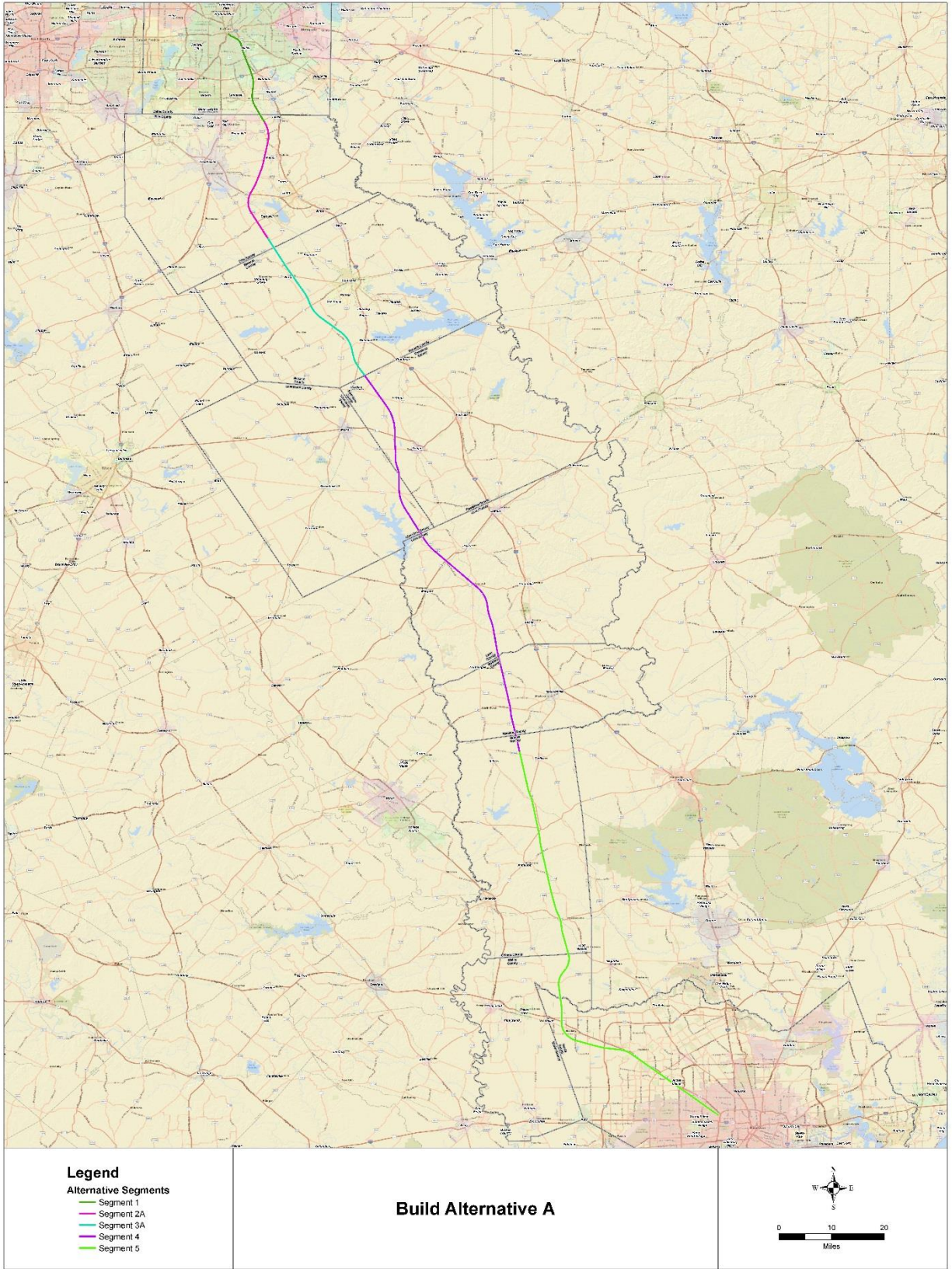
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Texas Department of Transportation  
Ms. Linda Henderson  
125 E. 11th Street  
Austin, TX 78701

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Henderson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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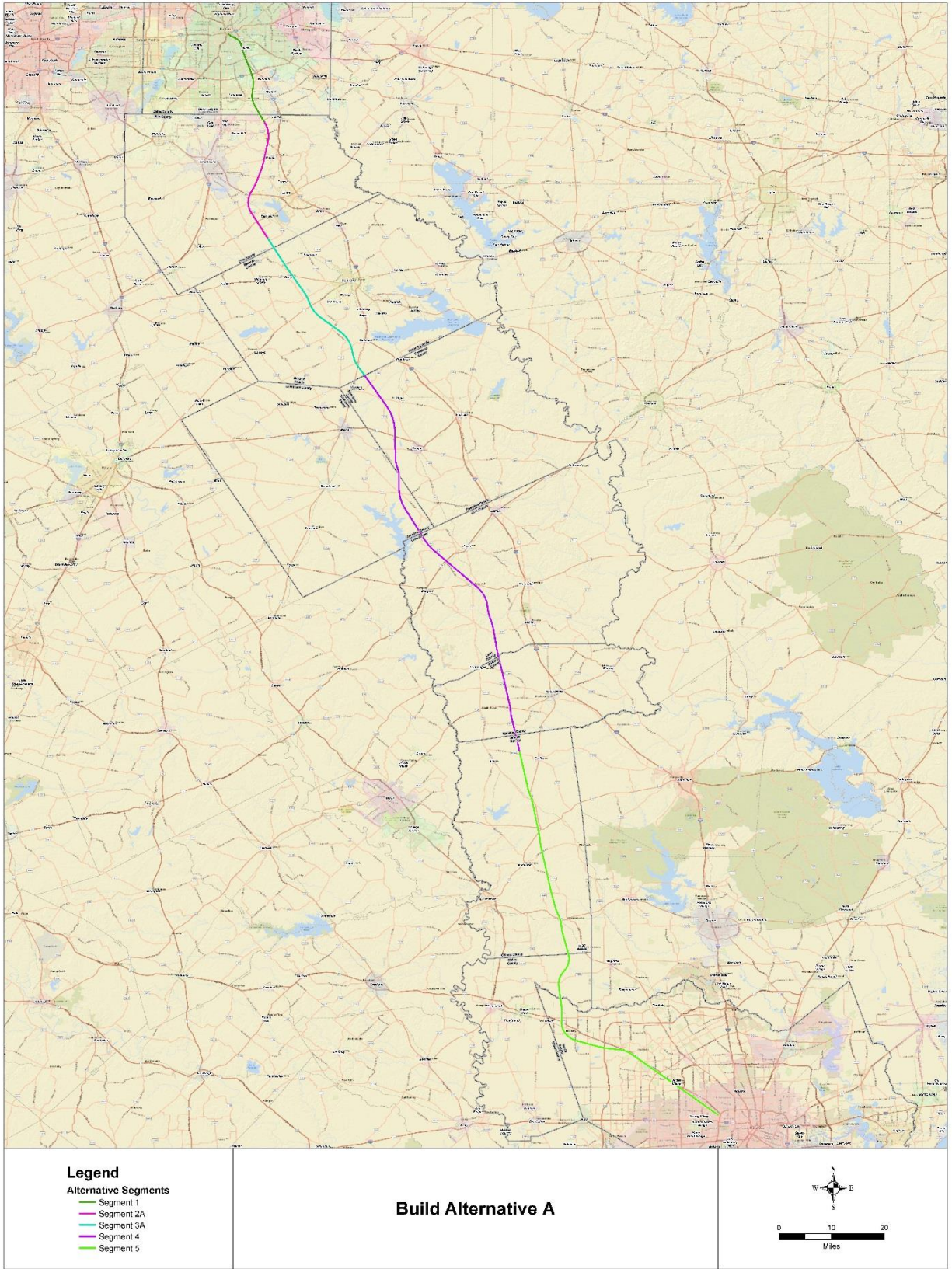
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Preservation Texas  
Mr. Evan Thompson  
Executive Director  
P.O. Box 12832  
Austin, TX 78711

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Thompson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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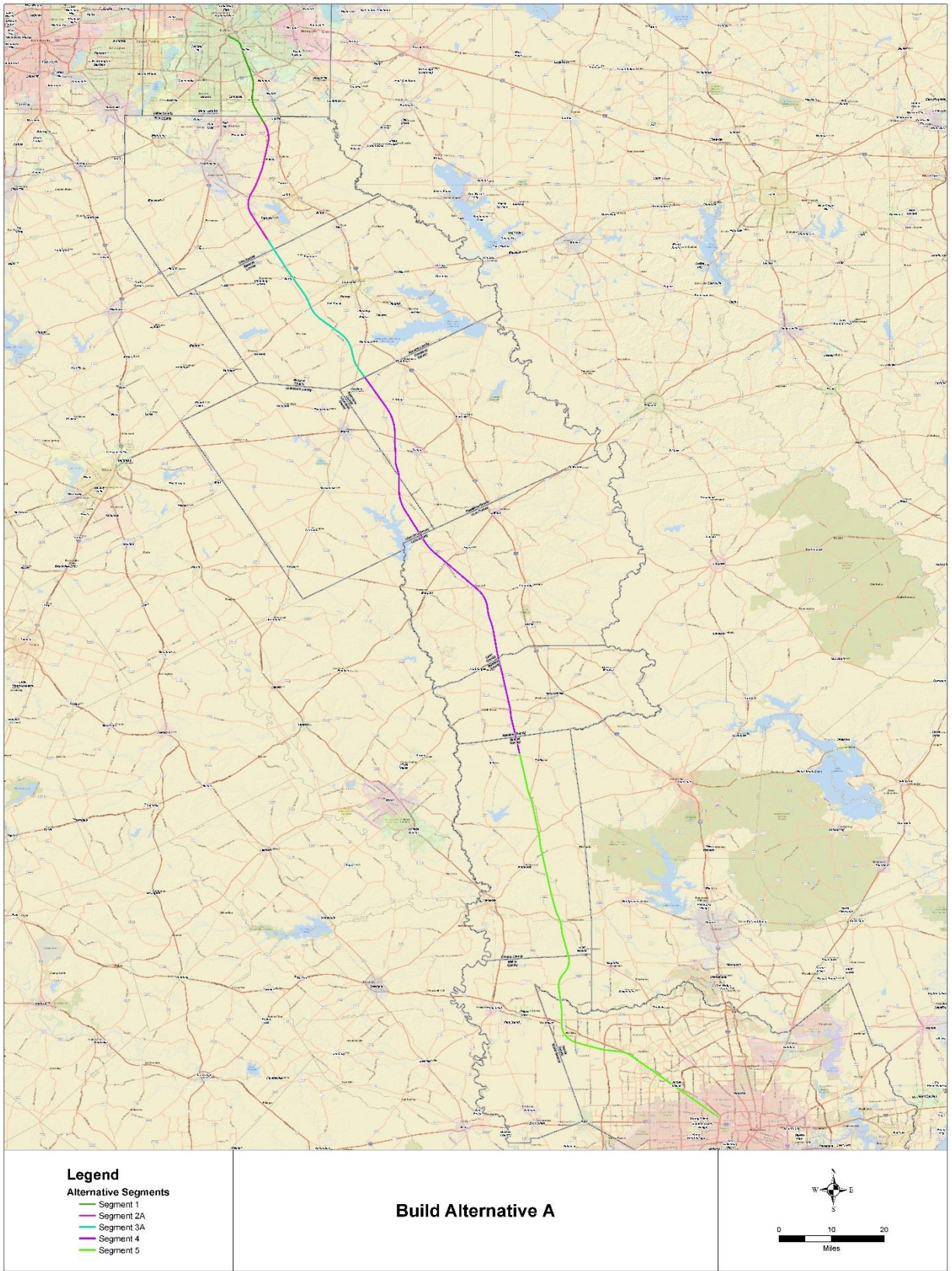
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Dallas County Historical Commission  
Mr. Richard Stewart  
Chair  
411 Elm Street  
3rd Floor  
Dallas, TX 75202

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Stewart,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

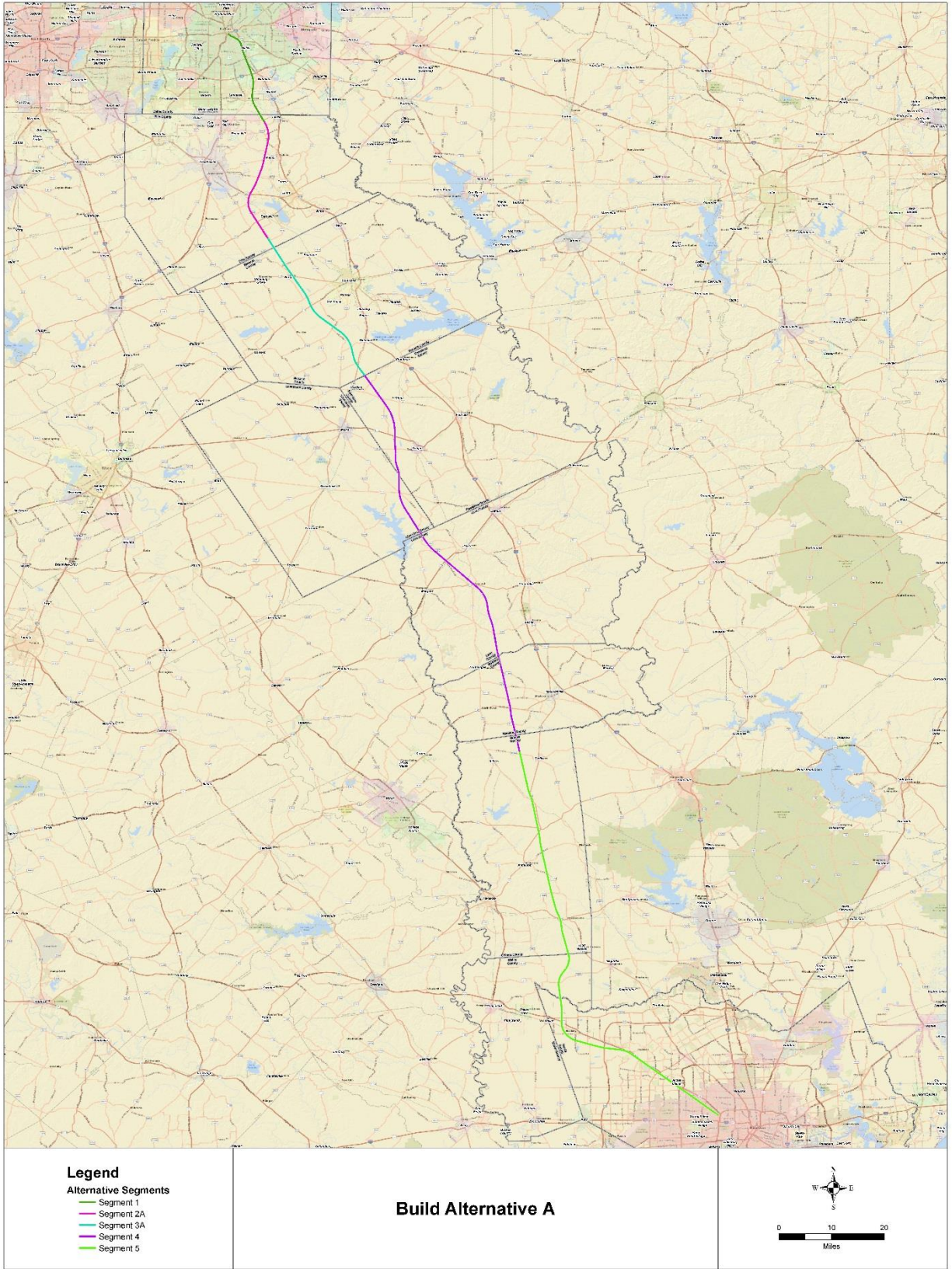
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Dallas County Historical Commission  
Mr. Don Baynham  
5806 Firecrest Drive  
Garland, TX 75202

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Baynham,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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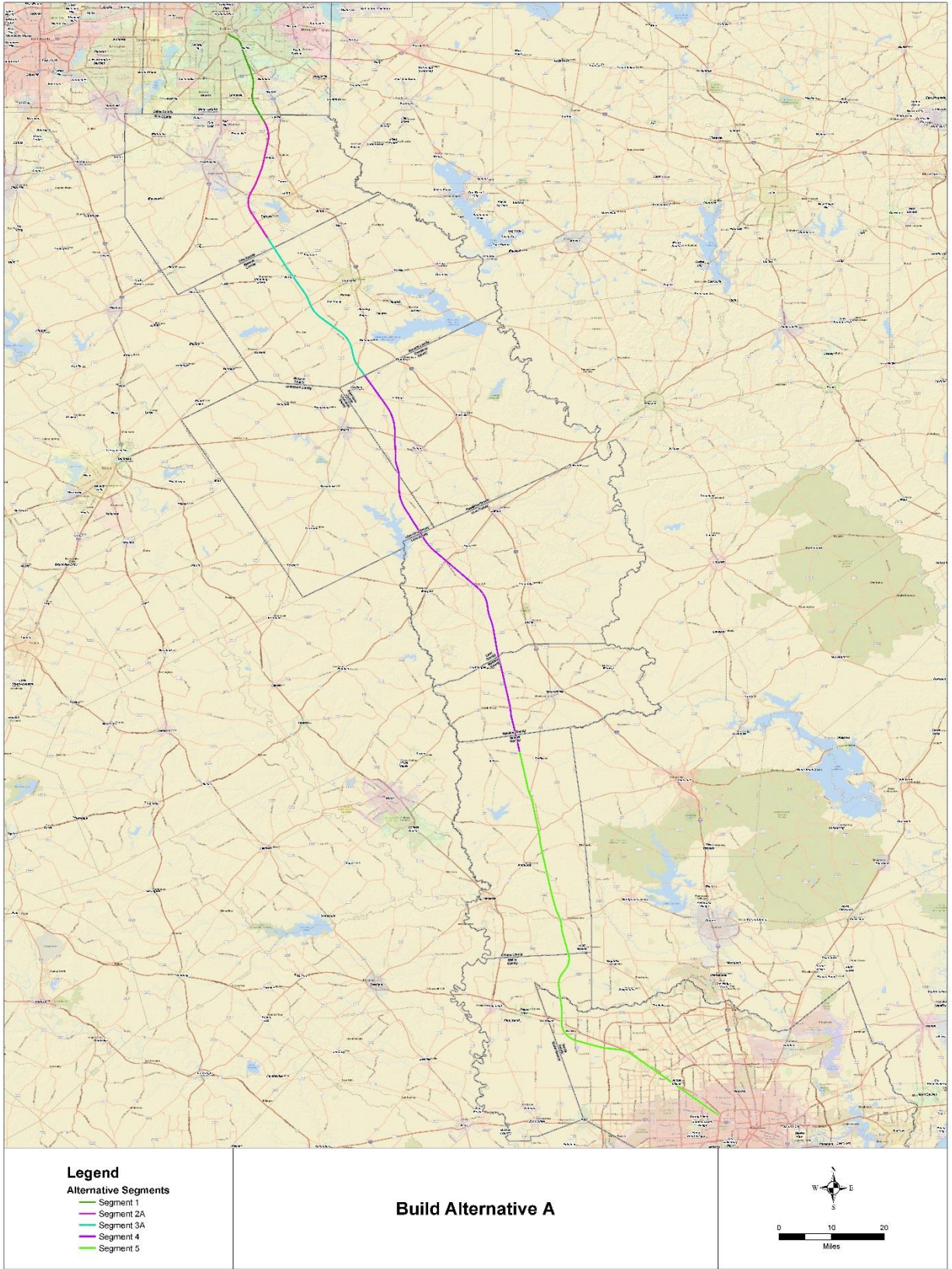
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Preservation Dallas  
Mr. David Preziosi  
Executive Director  
2922 Swiss Avenue  
Dallas, TX 75204

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Preziosi,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
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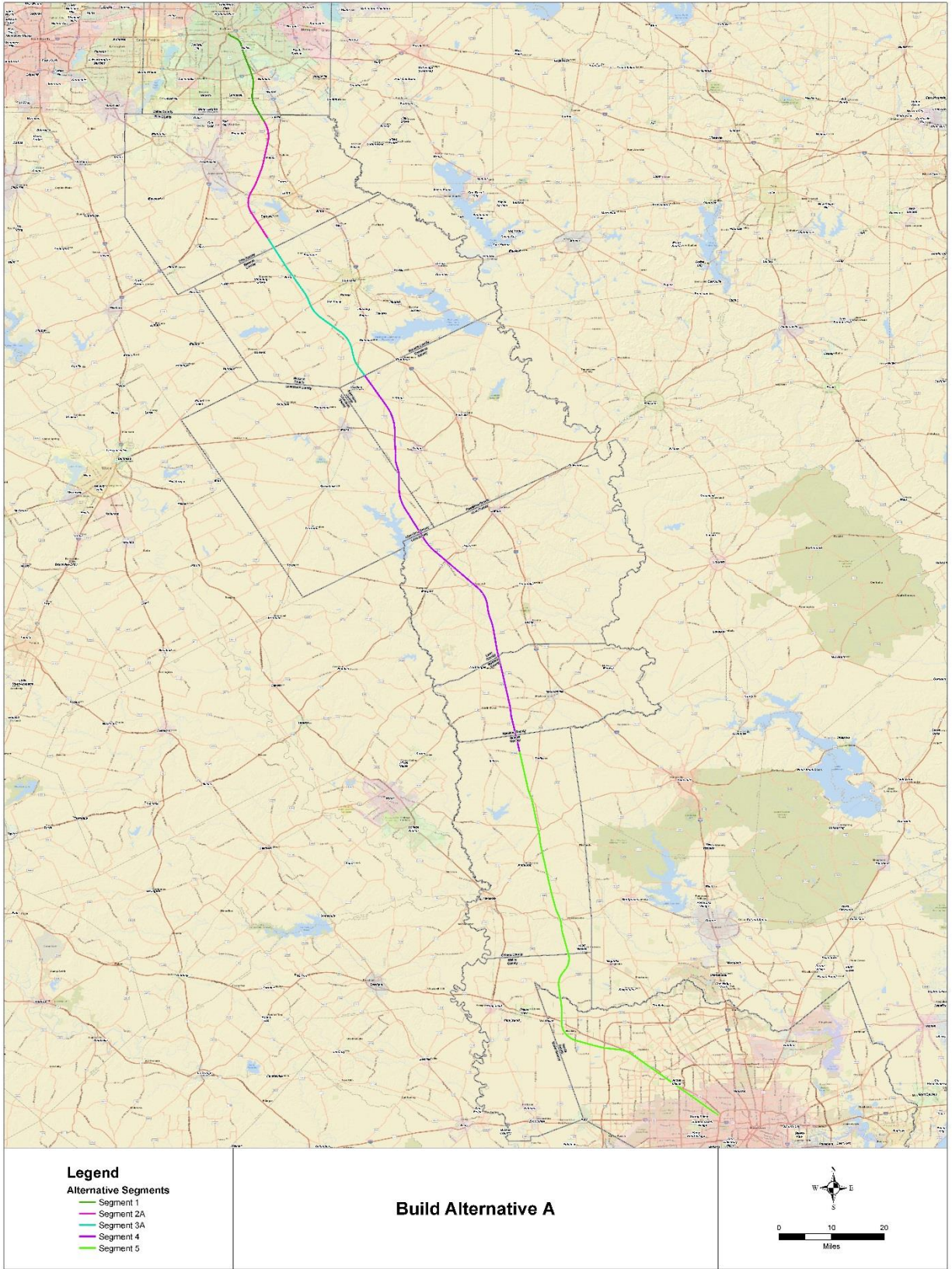
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Dallas  
Mr. Mark Doty  
Historic Preservation Officer  
1500 Marilla Street, Room 5BN  
Dallas, TX 75201

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Doty,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

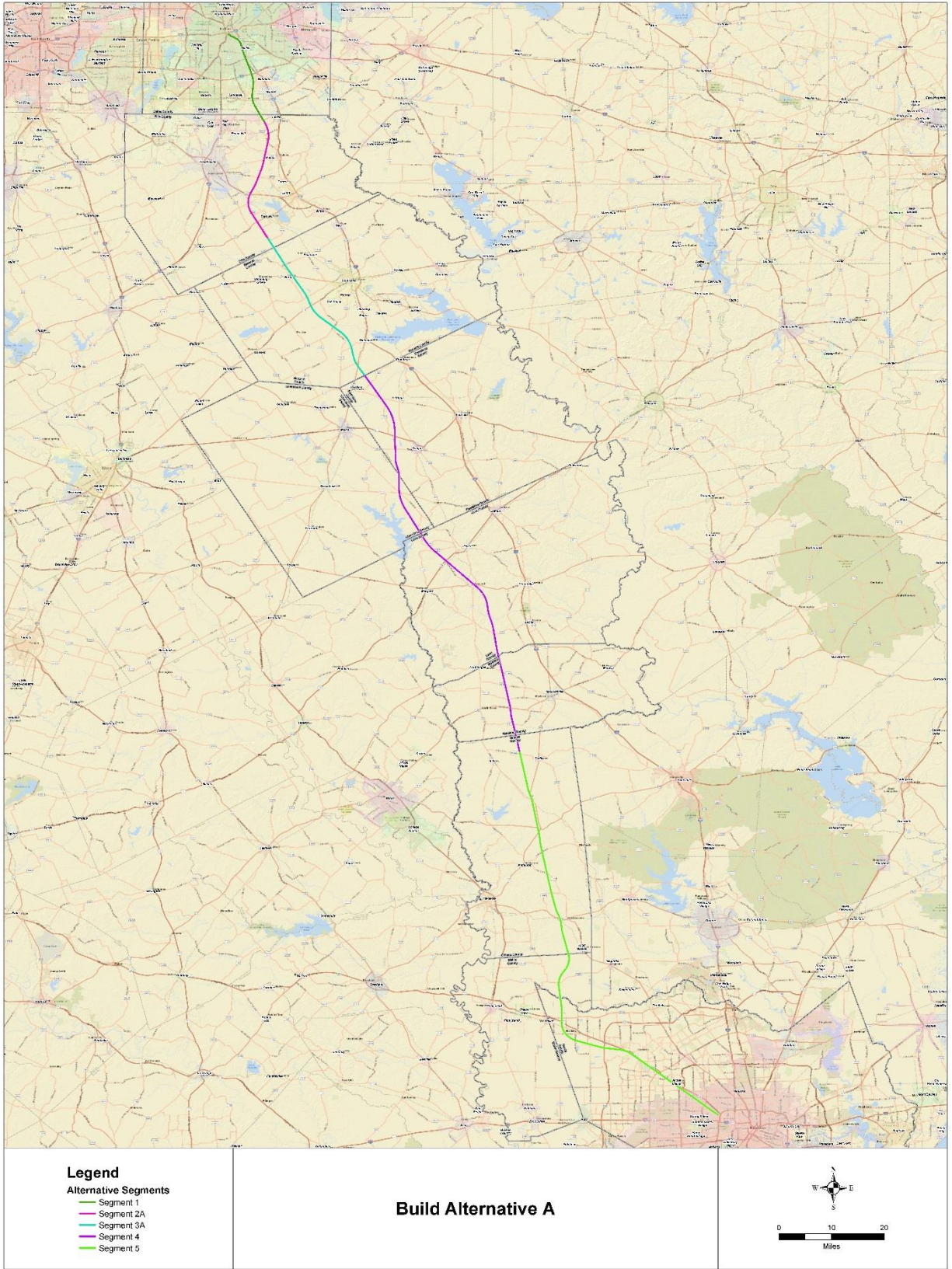
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "Z".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Dallas County Historical Commission  
Mr. Fred Durham  
Chairman  
411 Elm Street, 3rd Floor  
Dallas, TX 75202

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Durham,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

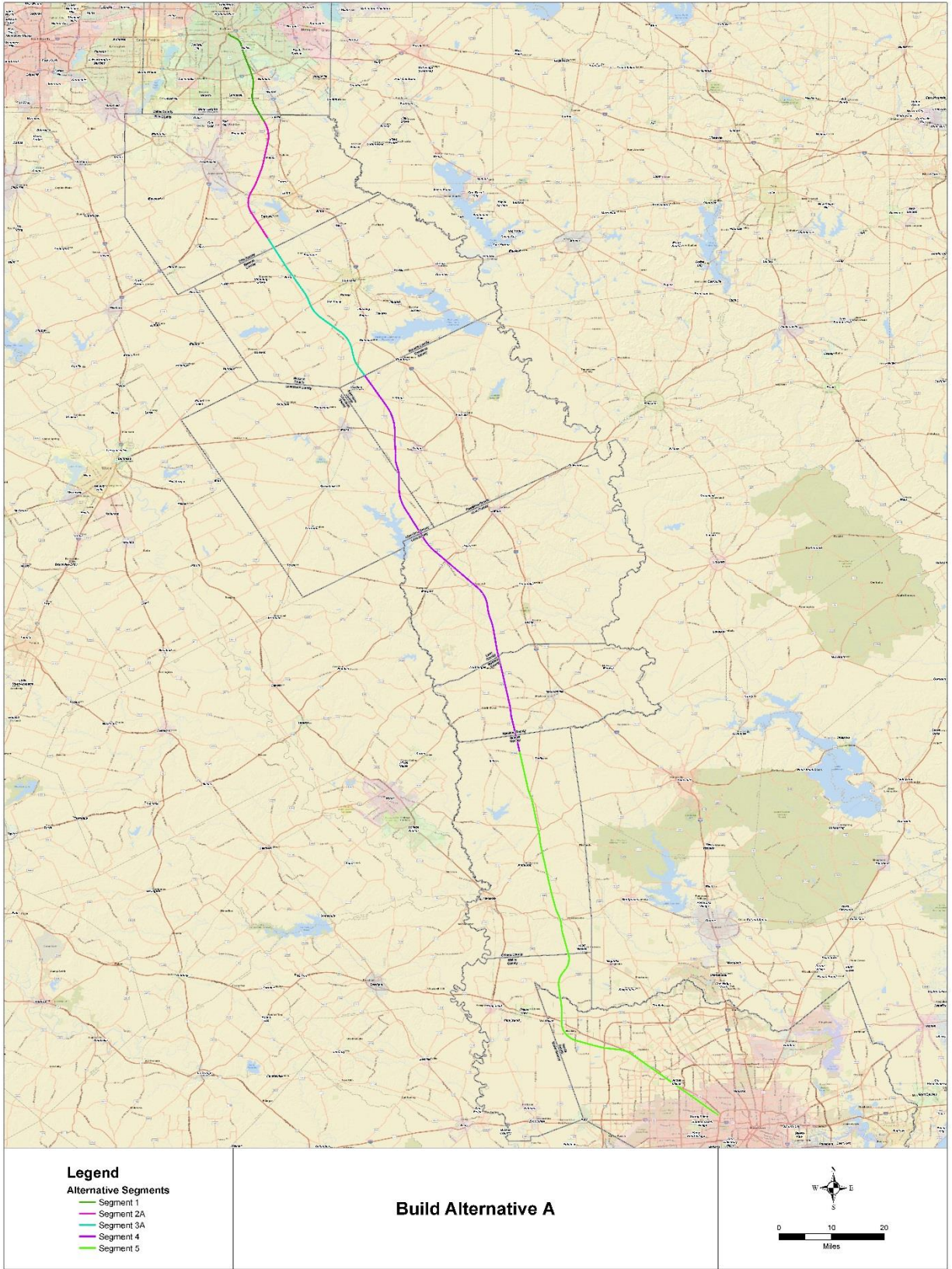
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Ellis County Historical Commission  
Ms. Sylvia Stanford-Smith  
Chairperson  
P.O. Box 175  
Waxahachie, TX 75165

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Stanford-Smith,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.



If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

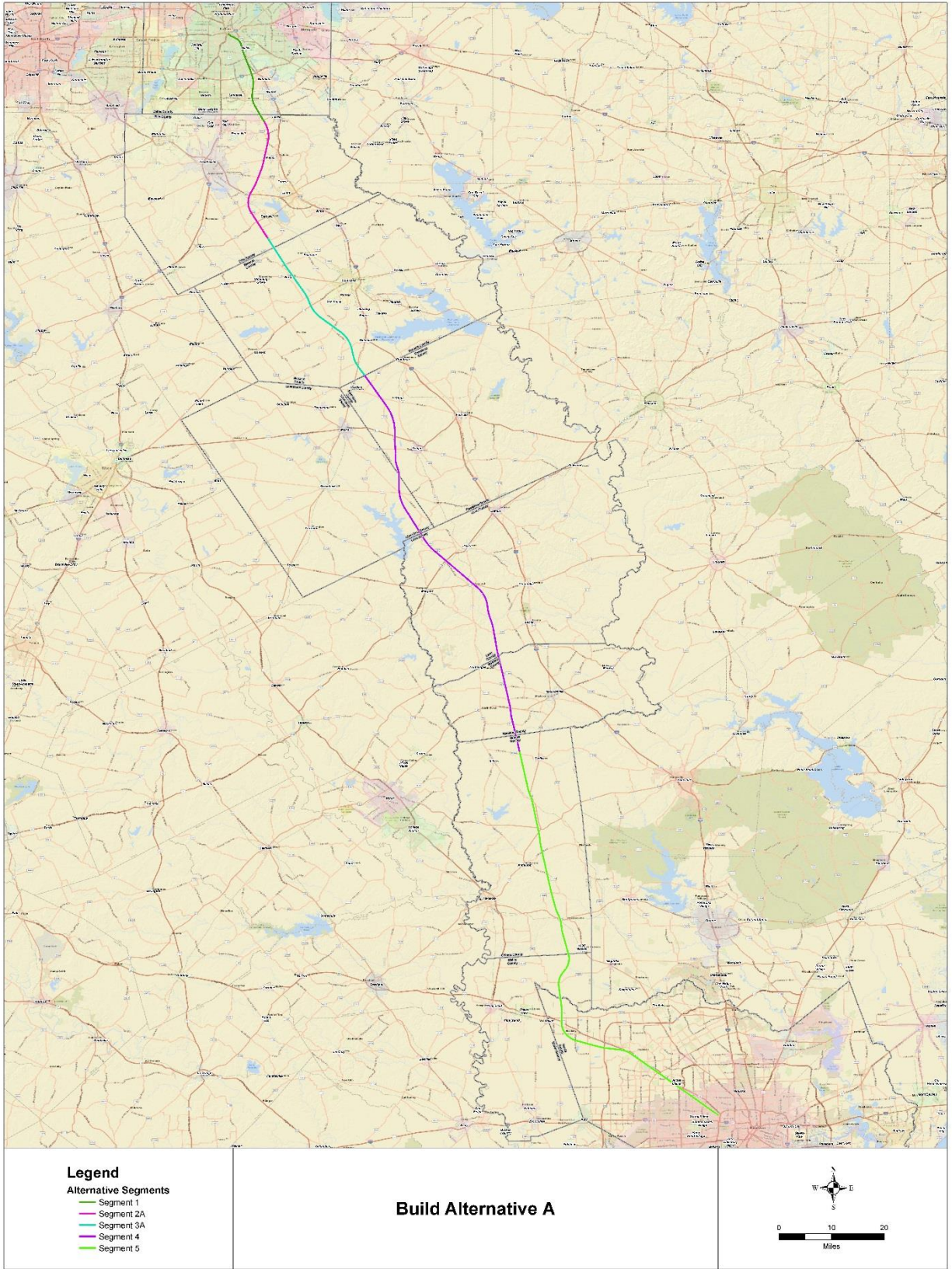
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Ennis  
Mr. Marty Nelson  
Economic Development District/CLG  
115 West Brown Street  
Ennis, TX 75119

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Nelson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

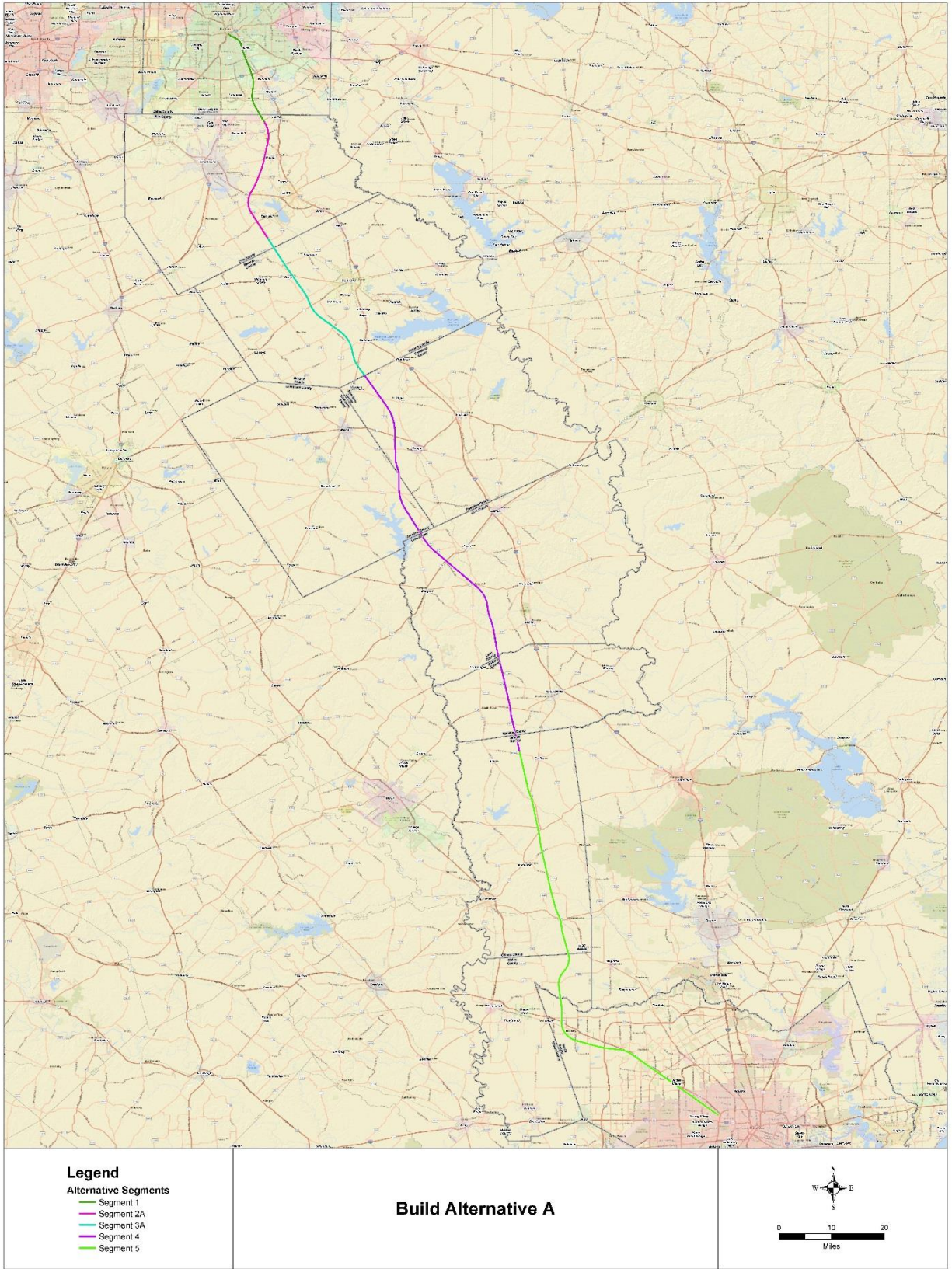
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Ennis  
Ms. Becky McCarty  
Ennis Main Street Program Manager  
115 West Brown Street  
Ennis, TX 75119

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. McCarty,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

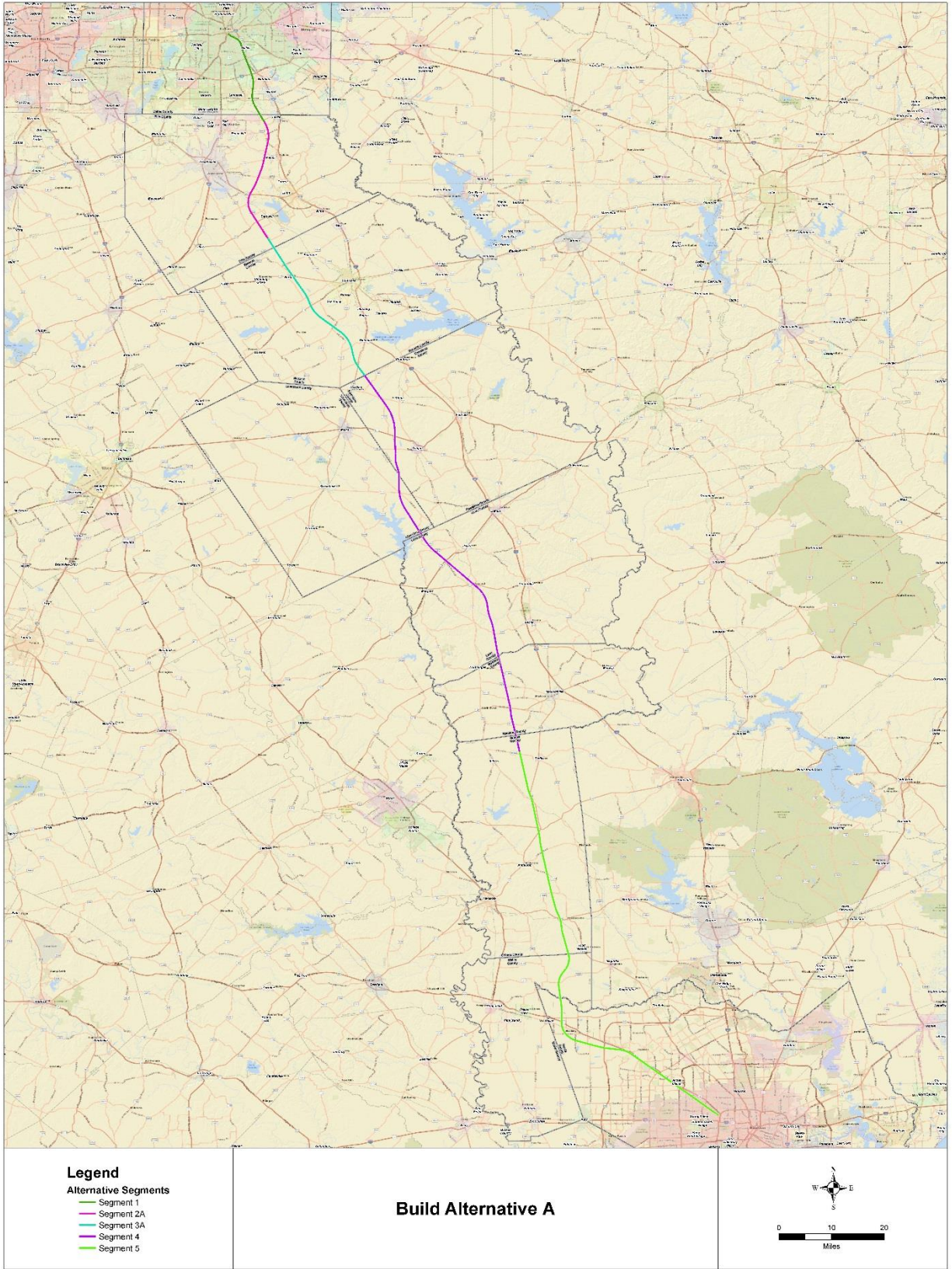
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Waxahachie  
Ms. Anita Brown  
Main Street Manager /HPO  
401 S. Rogers  
Waxahachie, TX 75168

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Brown,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

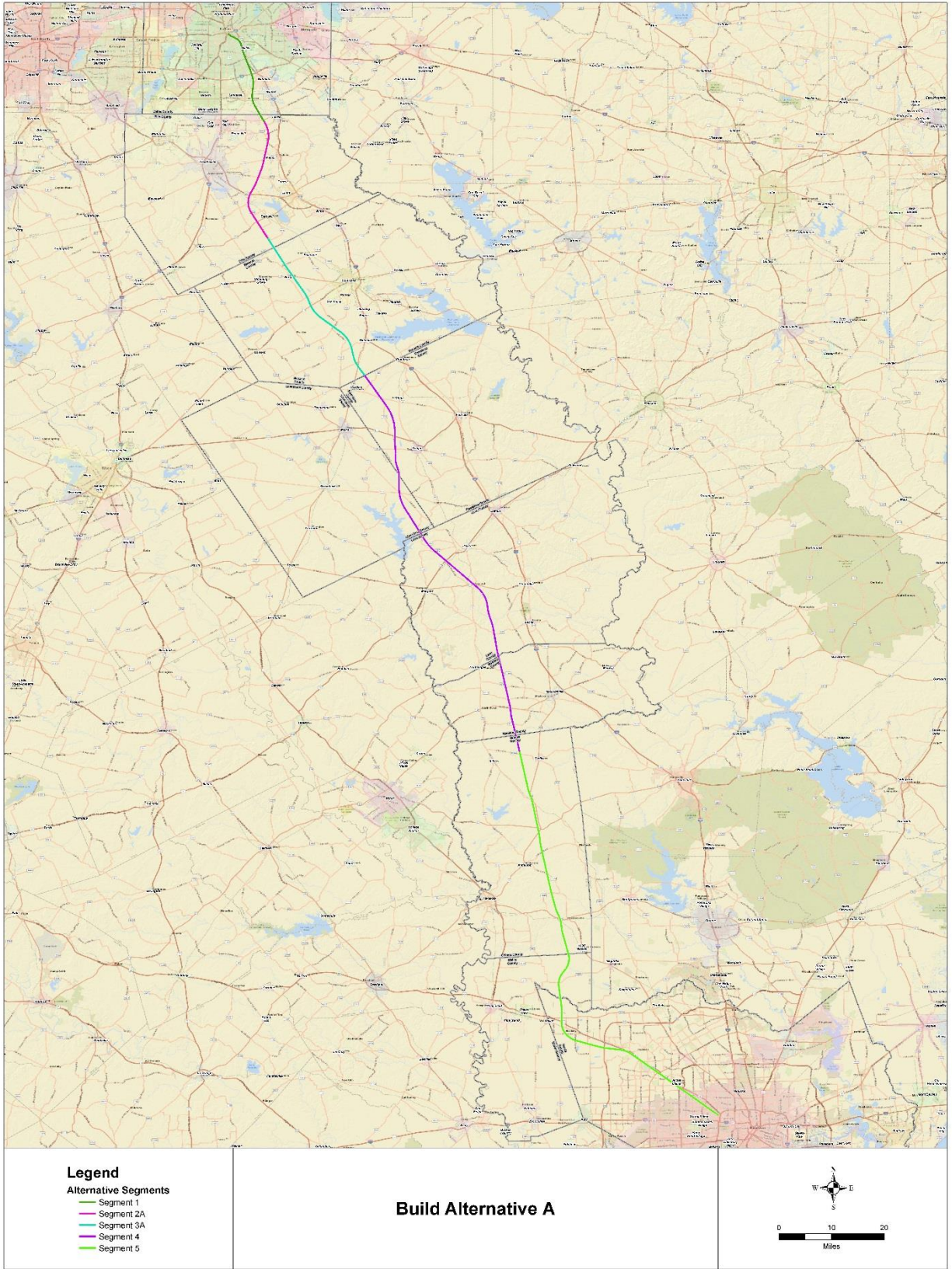
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Ellis County Historical Commission  
Mr. Rex Carey  
4041 Rollingwood Lane  
Midlothian, TX 76065

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Carey,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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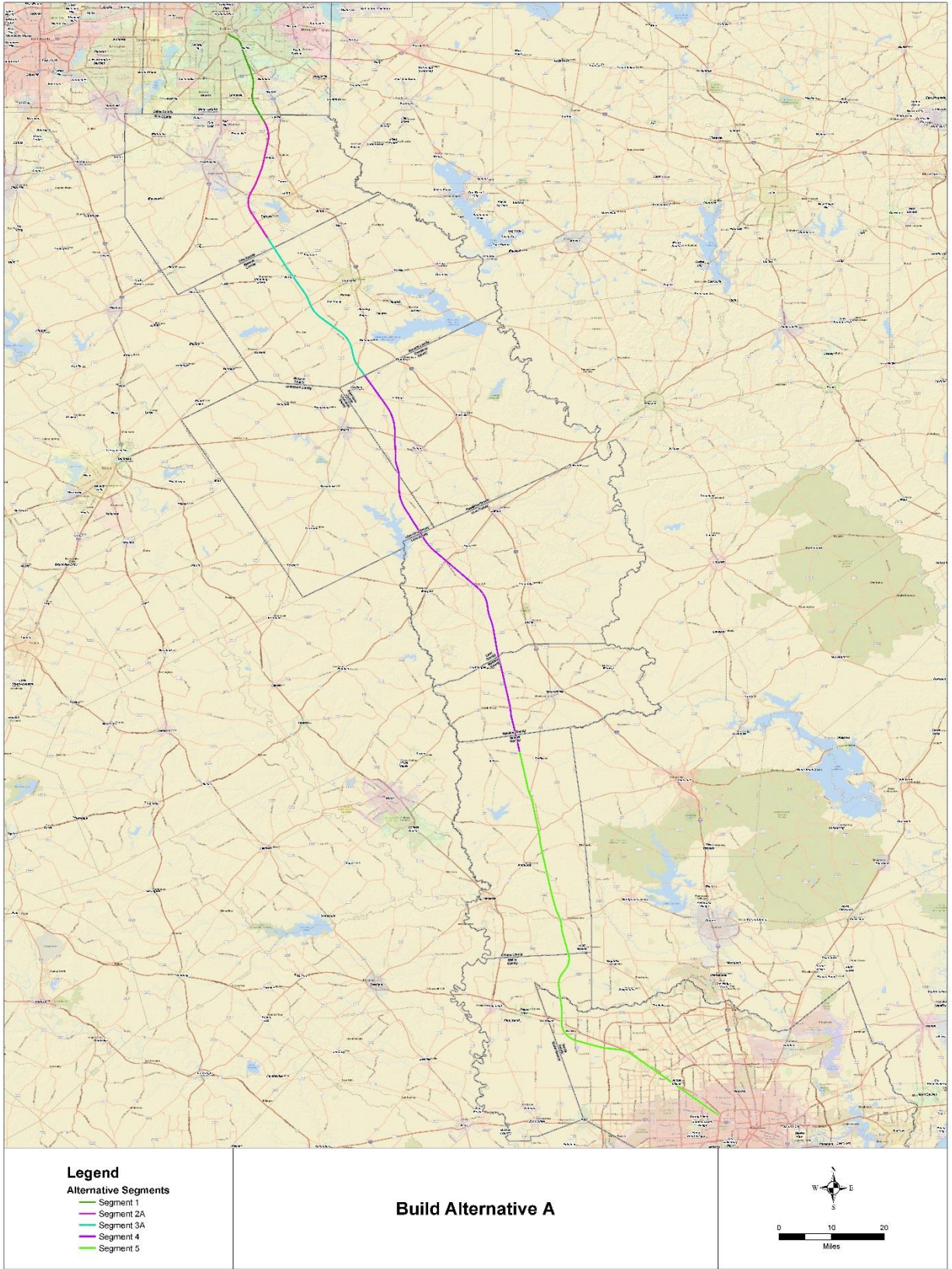
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Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the "e".

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Boren Reagor Springs Historical Society  
Ms. Nancy Boren Solohubow  
President  
3817 Shoal Creek Dr.  
The Colony, TX 75056

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Solohubow,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
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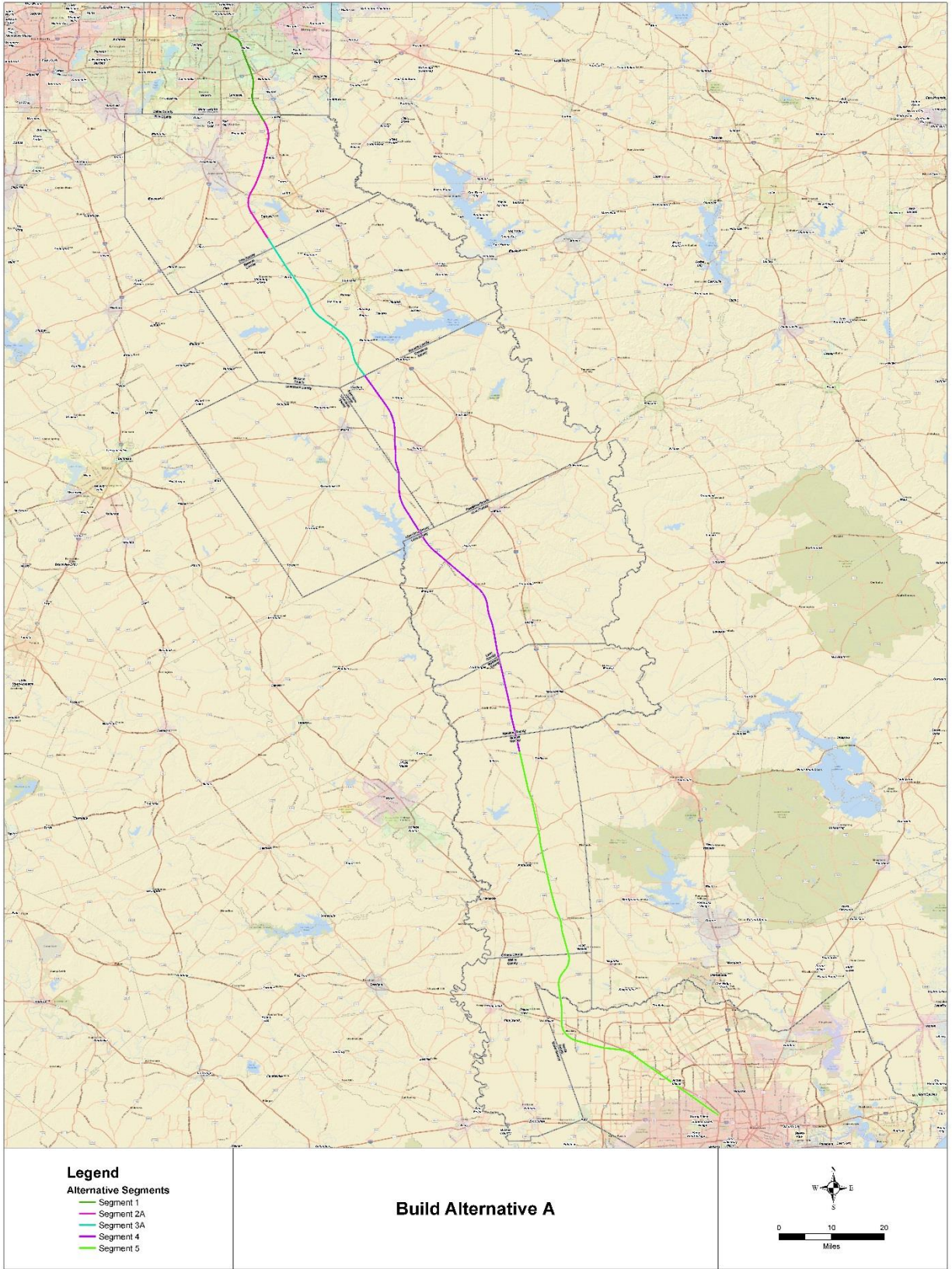
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Corsicana  
Ms. Karie Denny  
Main Street Manager /HPO  
301 S. Beaton Street  
Corsicana, TX 75110

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Denny,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

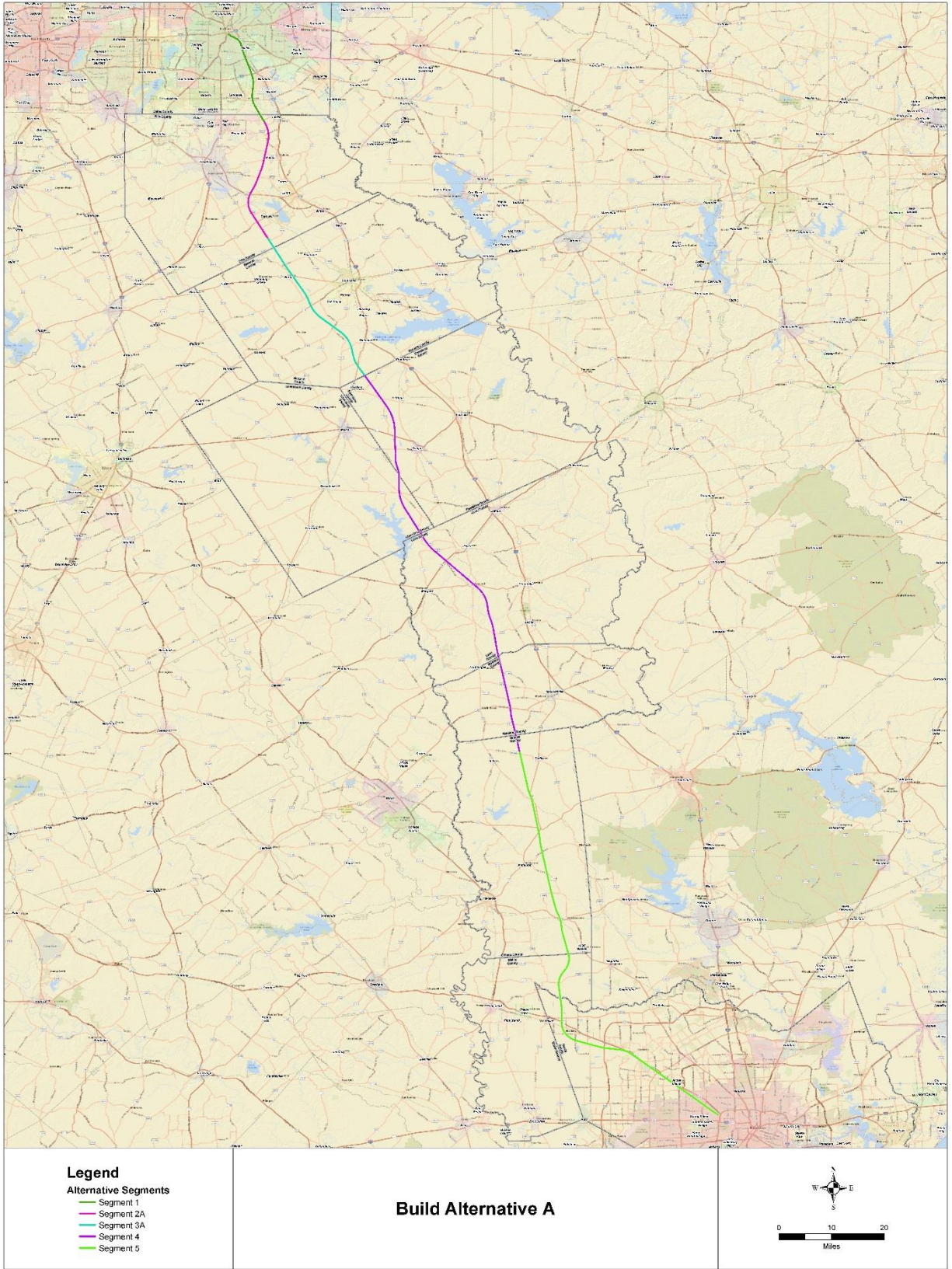
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Navarro County Historical Commission  
Mr. Bruce McManus  
Chairman  
3019 McKnight Lane  
Corsicana, TX 75110

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. McManus,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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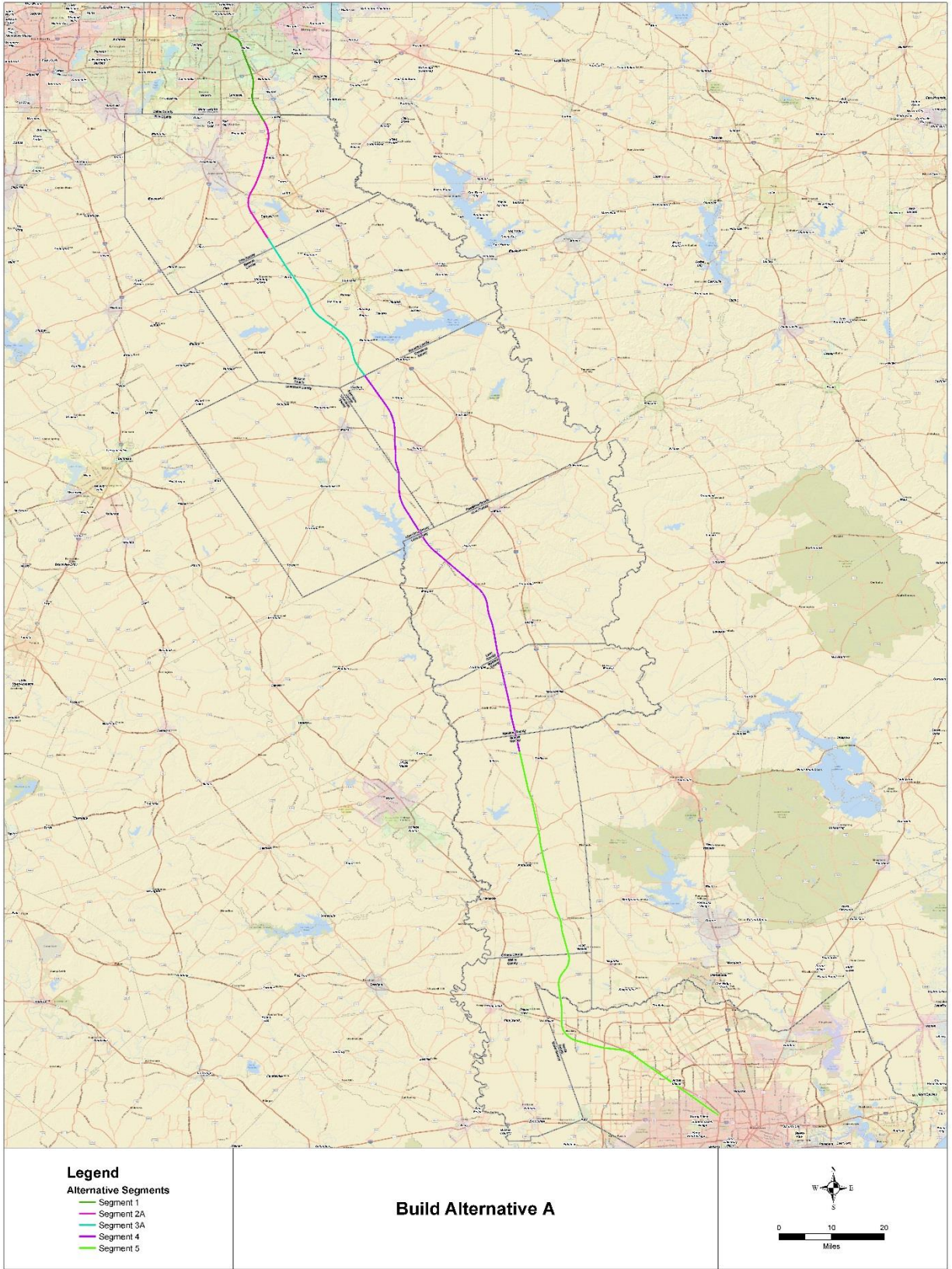
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Navarro County Historical Commission  
Ms. MaryJane McReynolds  
15824 FM 1394  
Wortham, TX 76693

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. McReynolds,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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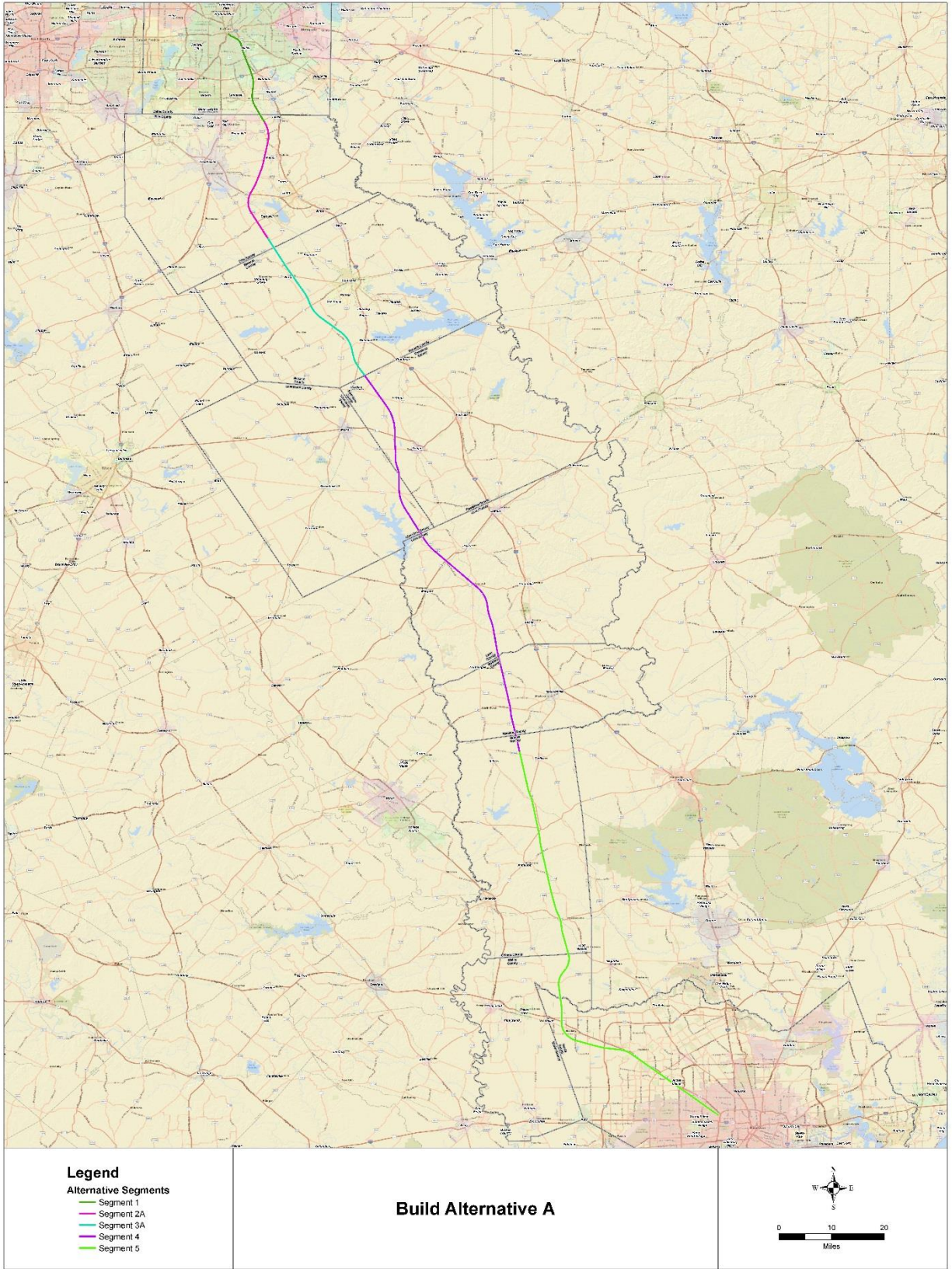
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Freestone County Historical Commission  
Mr. Brad Pullin  
Chairman  
245 FM 833 West  
Streetman, TX 75840

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Pullin,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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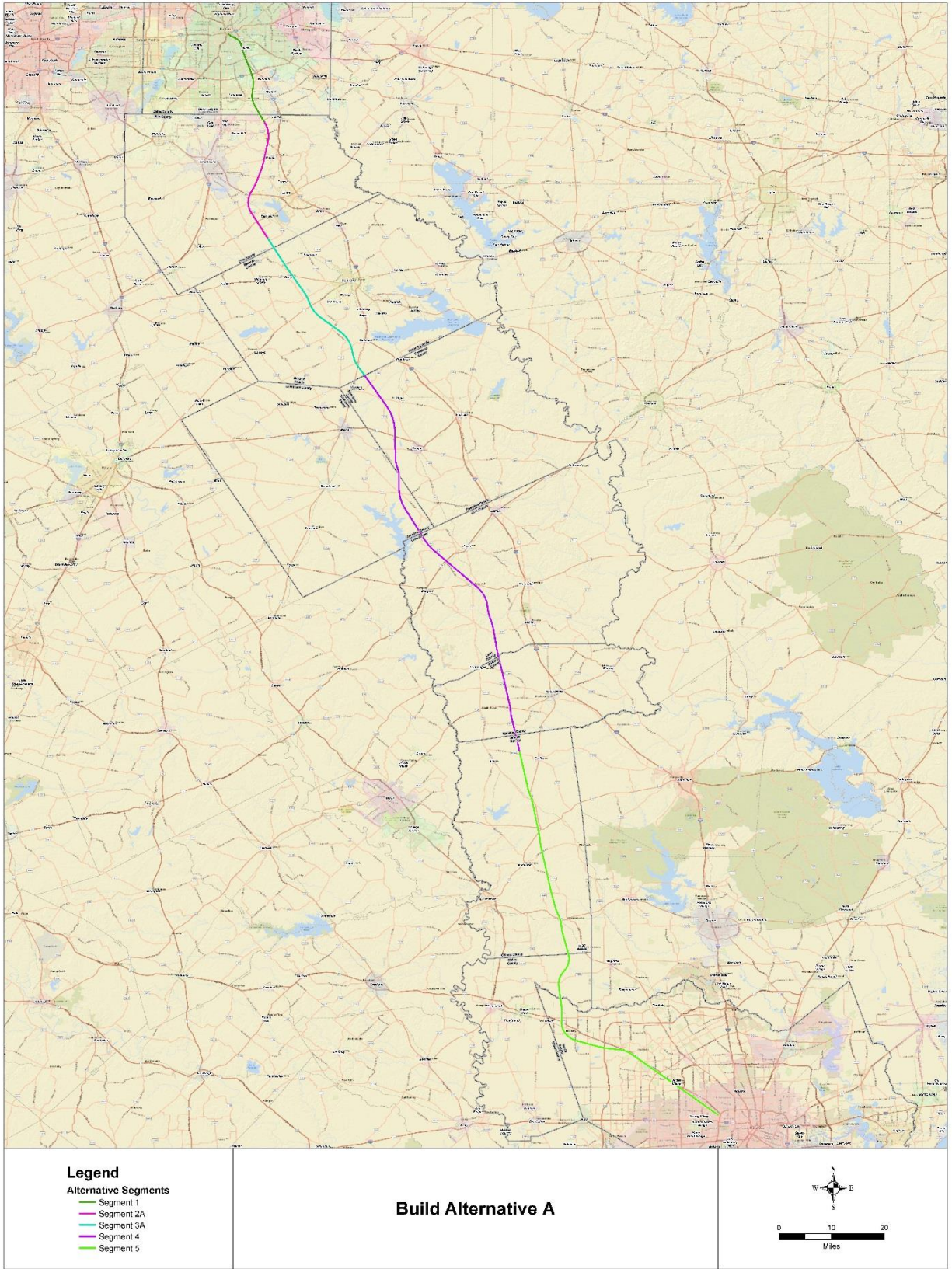
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Limestone County Historical Commission  
Mr. William Reagan  
P.O. Box 612  
Groesbeck, TX 76642

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Reagan,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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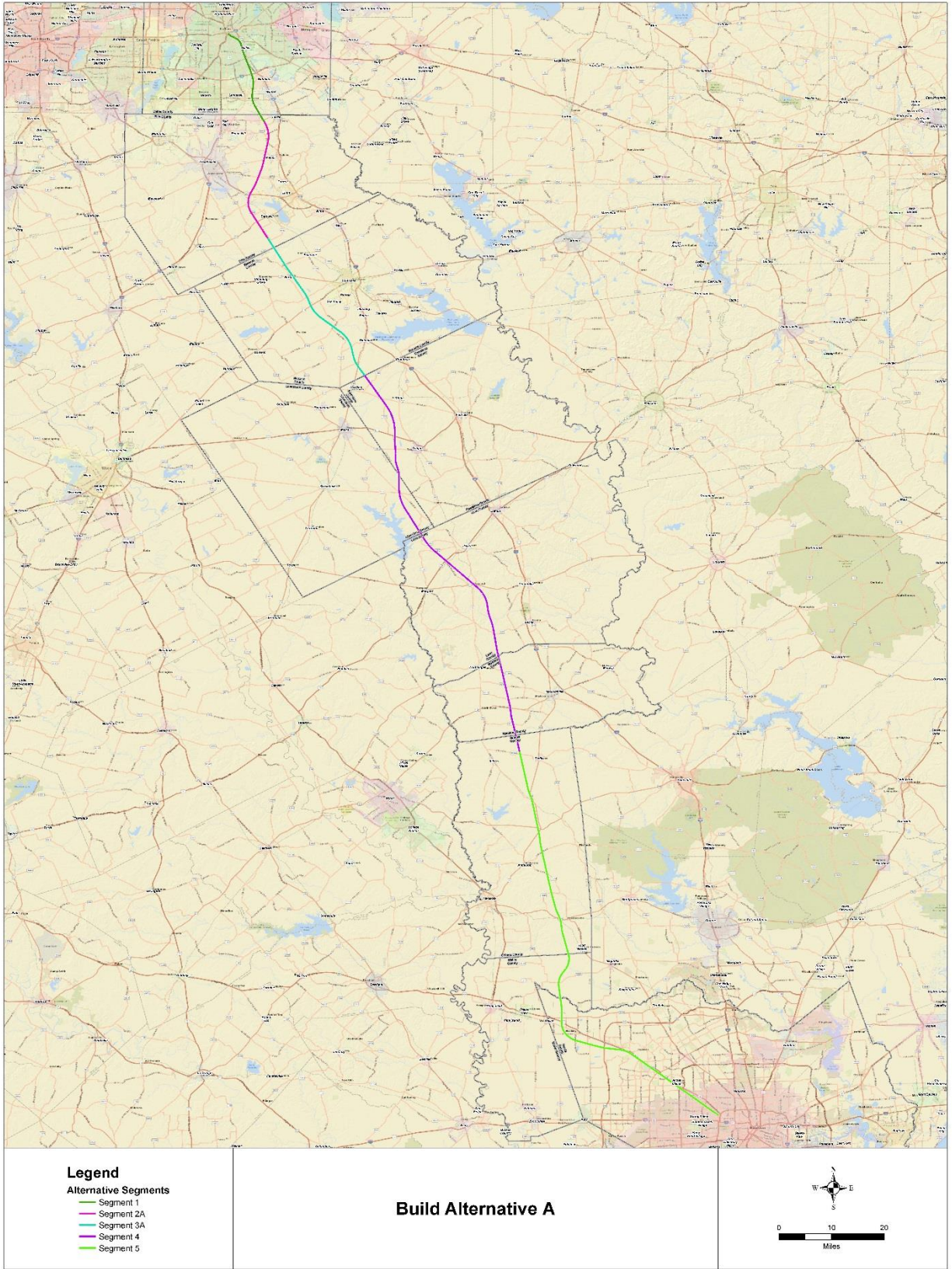
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Leon County Historical Commission  
Mr. Ray Gaskin  
Chairman  
PO. Box 414  
Buffalo, TX 75831

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Gaskin,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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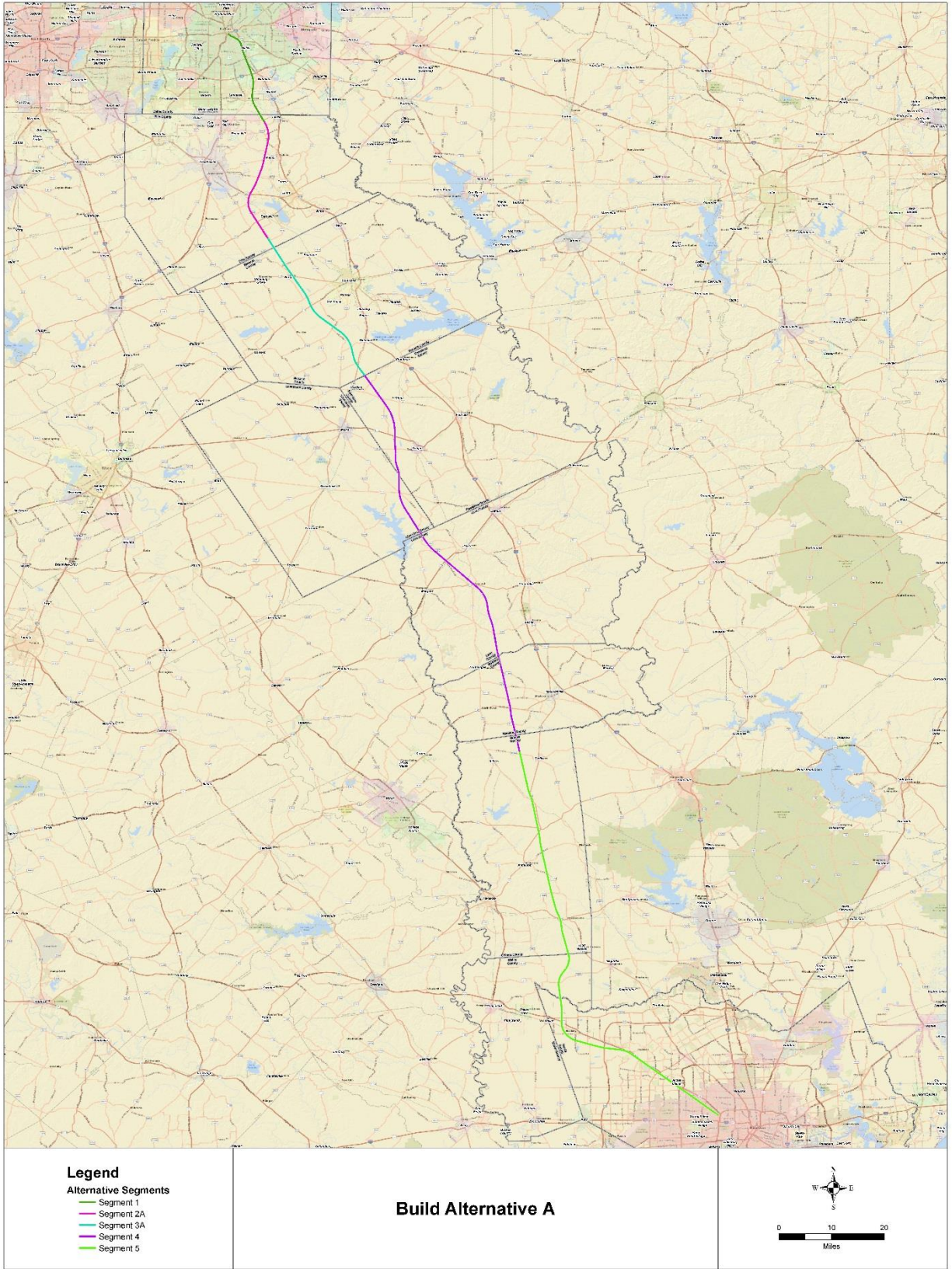
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Leon County Historical Commission  
Ms. Charlcie Casey  
PO Box 866  
Buffalo, TX 75833

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Casey,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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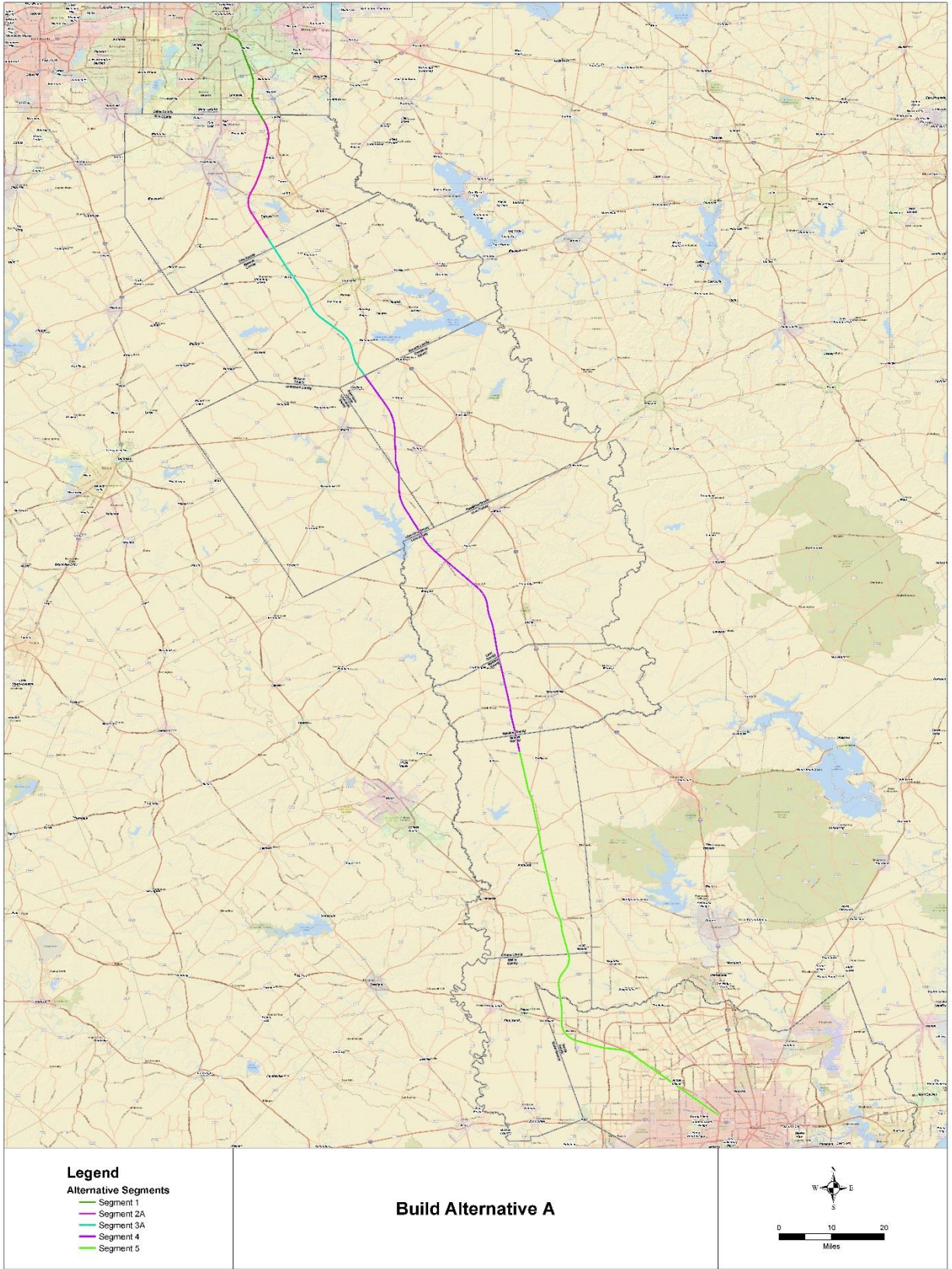
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Madison County Historical Commission  
Ms. Bonne Hendrix  
802 S. May Street  
Madisonville, TX 77864

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Hendrix,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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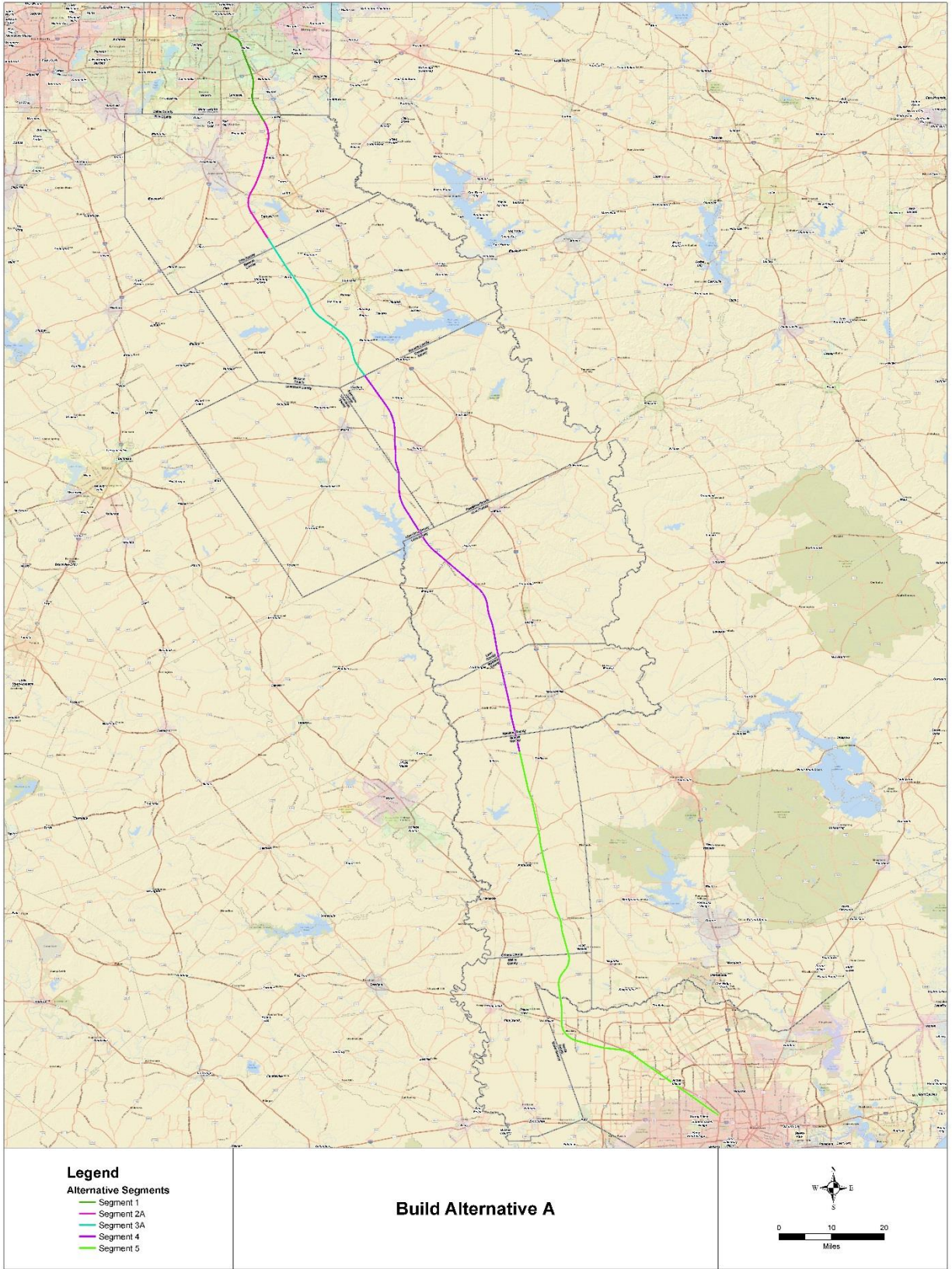
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Madison County Historical Commission  
Mr. Sonny Knight  
714 S. Madison Street  
Madisonville, TX 77864

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Knight,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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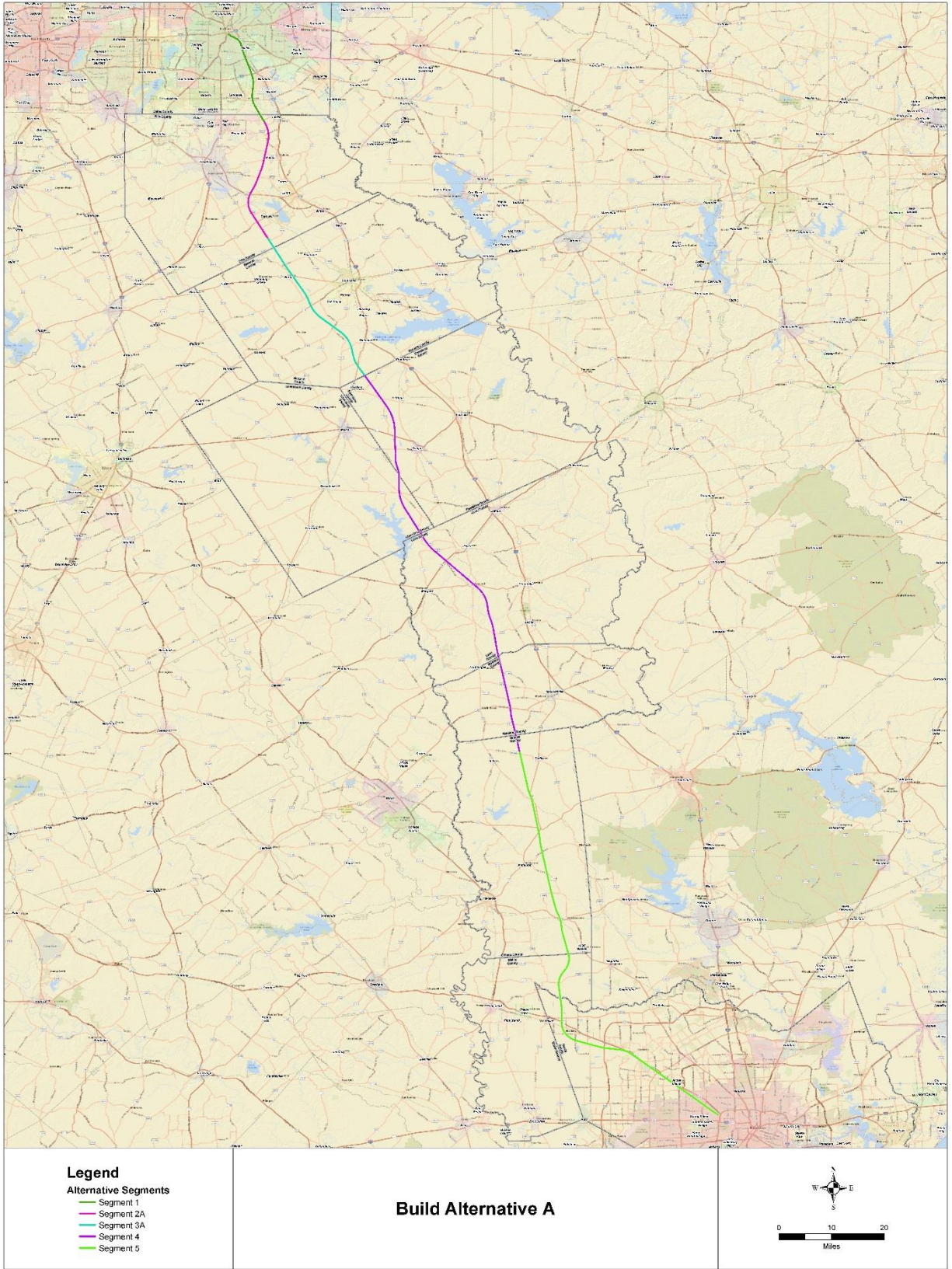
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Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Grimes County Historical Commission  
Ms. Denise Upchurch  
9927 FM 1696  
Bedias, TX 77830

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Upchurch,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

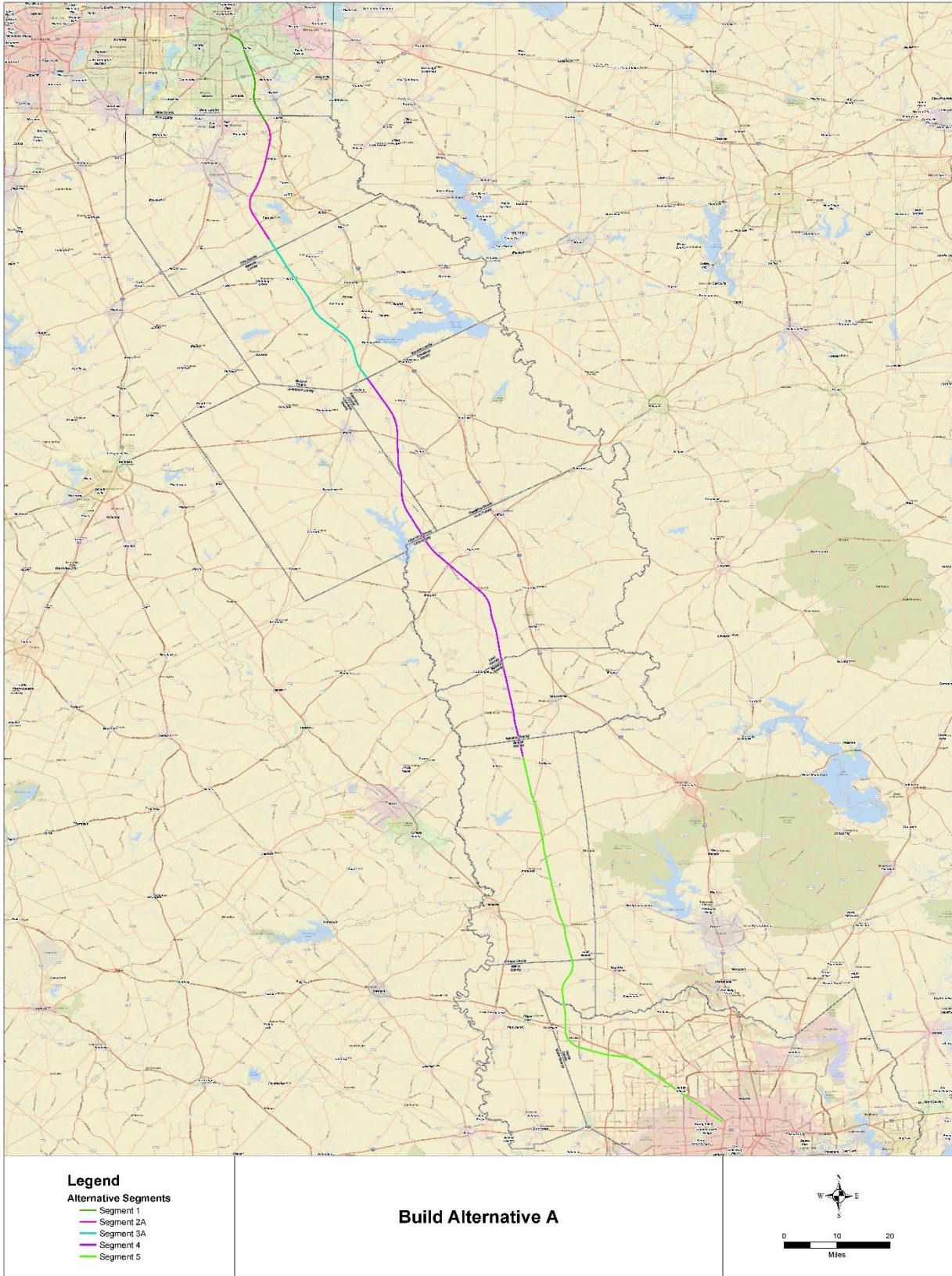
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Grimes County Historical Commission  
Mr. Joe Fultz  
Vice Chairman  
415 Johnson  
Navasota, TX 77858

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Fultz,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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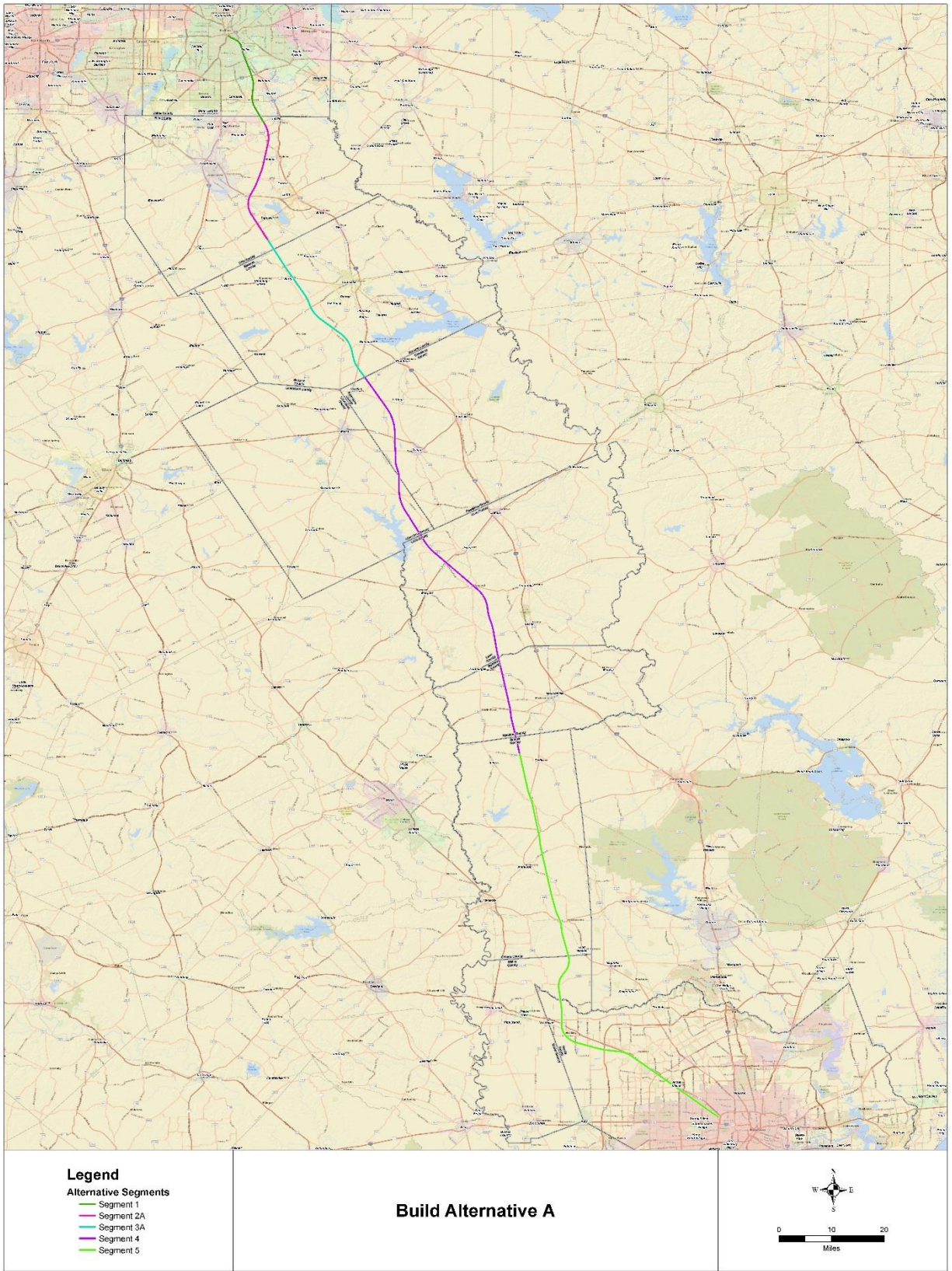
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Grimes County Historical Commission  
Mr. Russell Cushman  
Chairman  
403 Holland  
Navasota, TX 77868

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Cushman,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

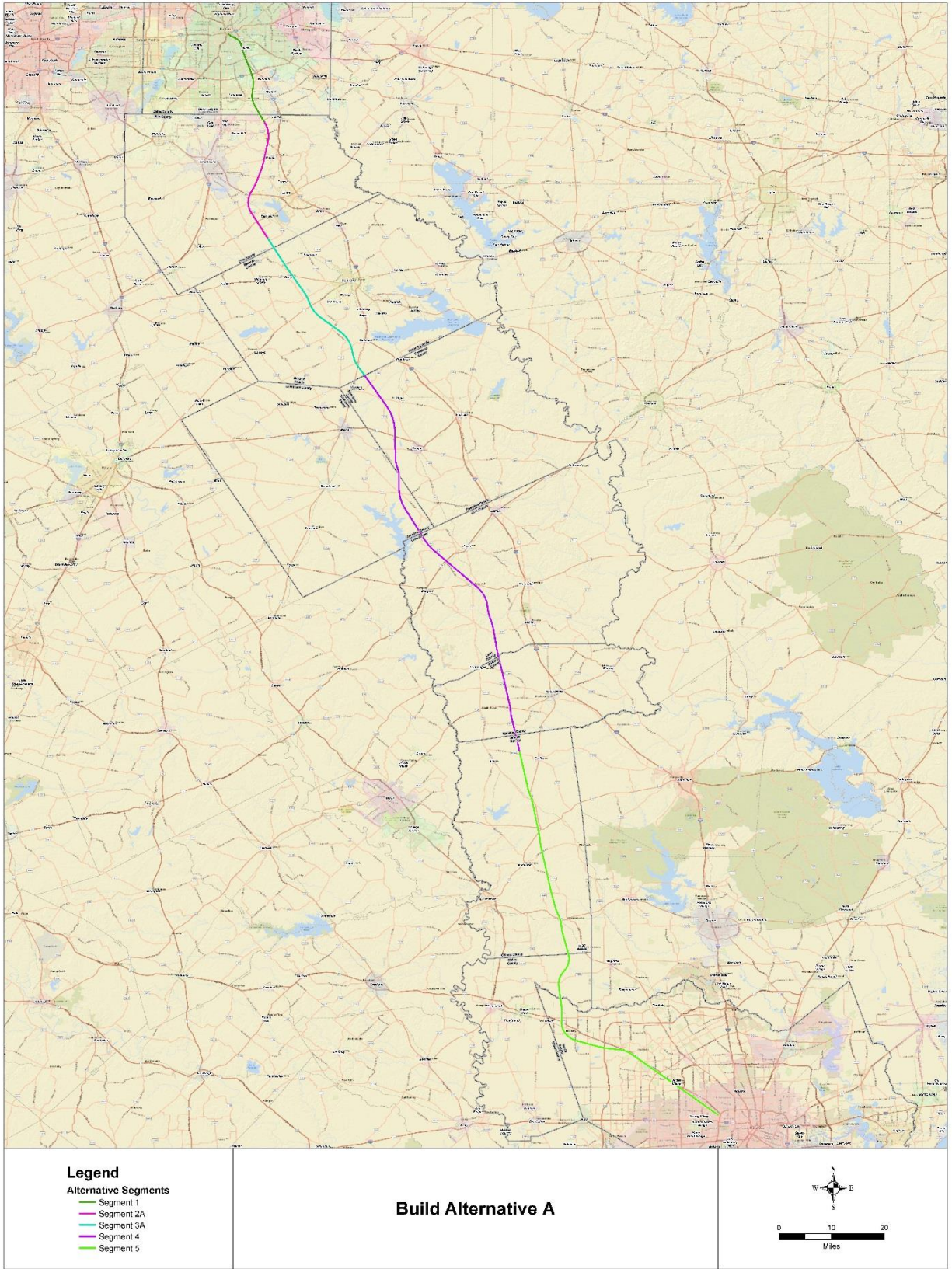
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Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Grimes County Historical Commission  
Mr. Al Peeler  
Chairman  
100 Main Street  
Anderson, TX 77830

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Peeler,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

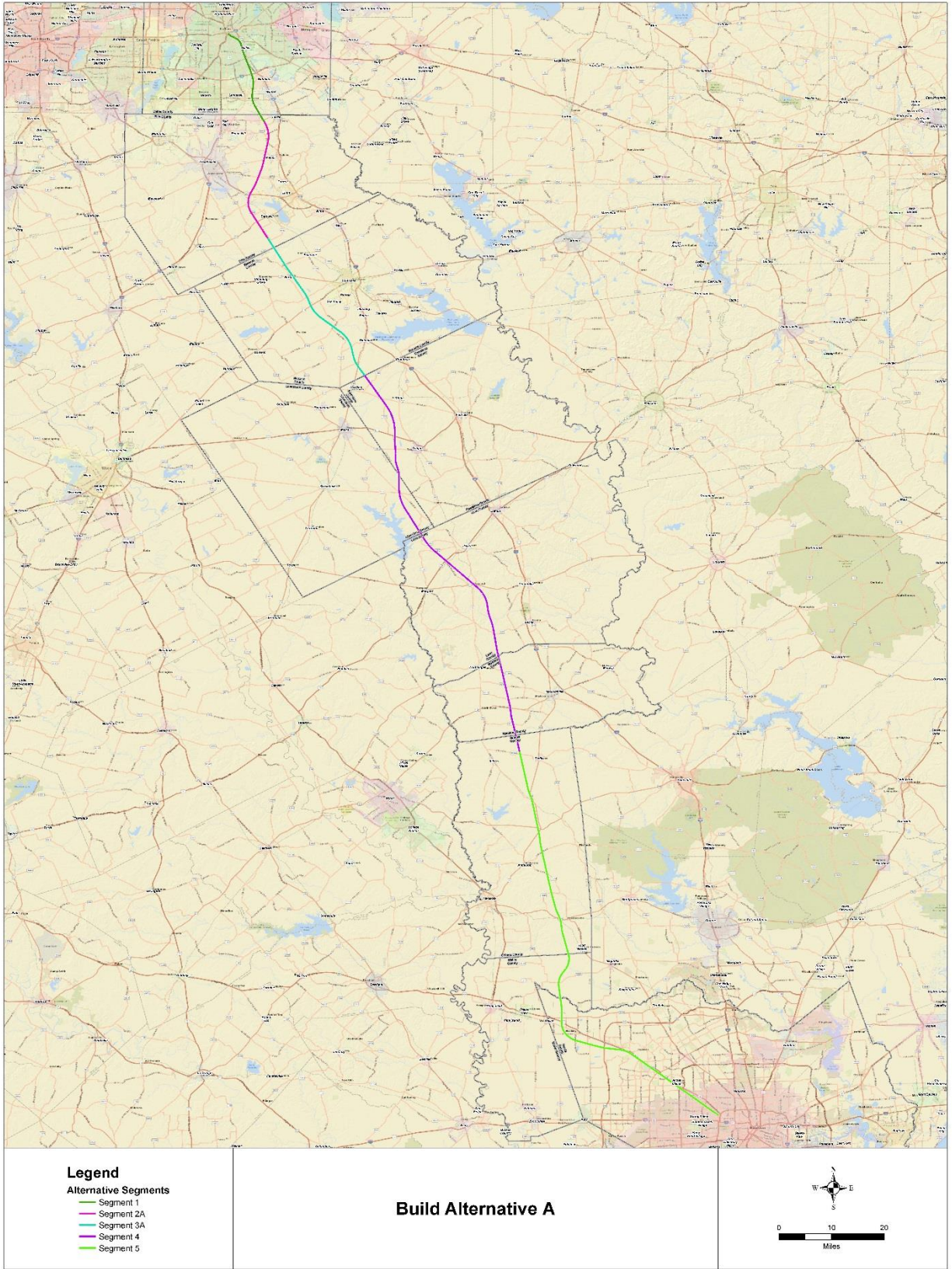
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Grimes County Historical Commission  
Ms. Vanessa Burzynski  
100 Main Street  
Anderson, TX 77830

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Vanessa Burzynski,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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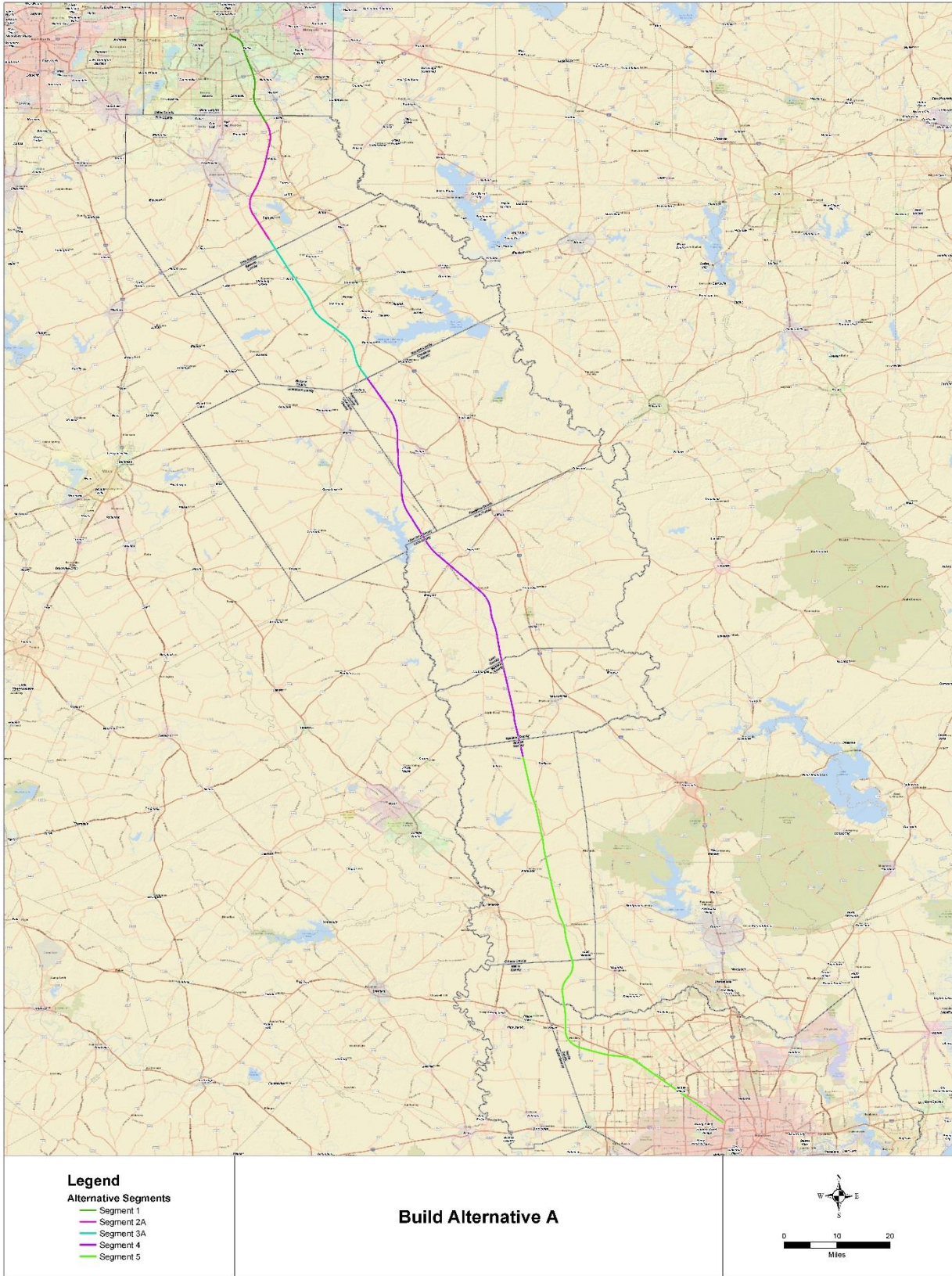
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Waller County Historical Commission  
Mr. Truett Bell  
Chairman  
PO Box 9  
Pattison, TX 77445

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Bell,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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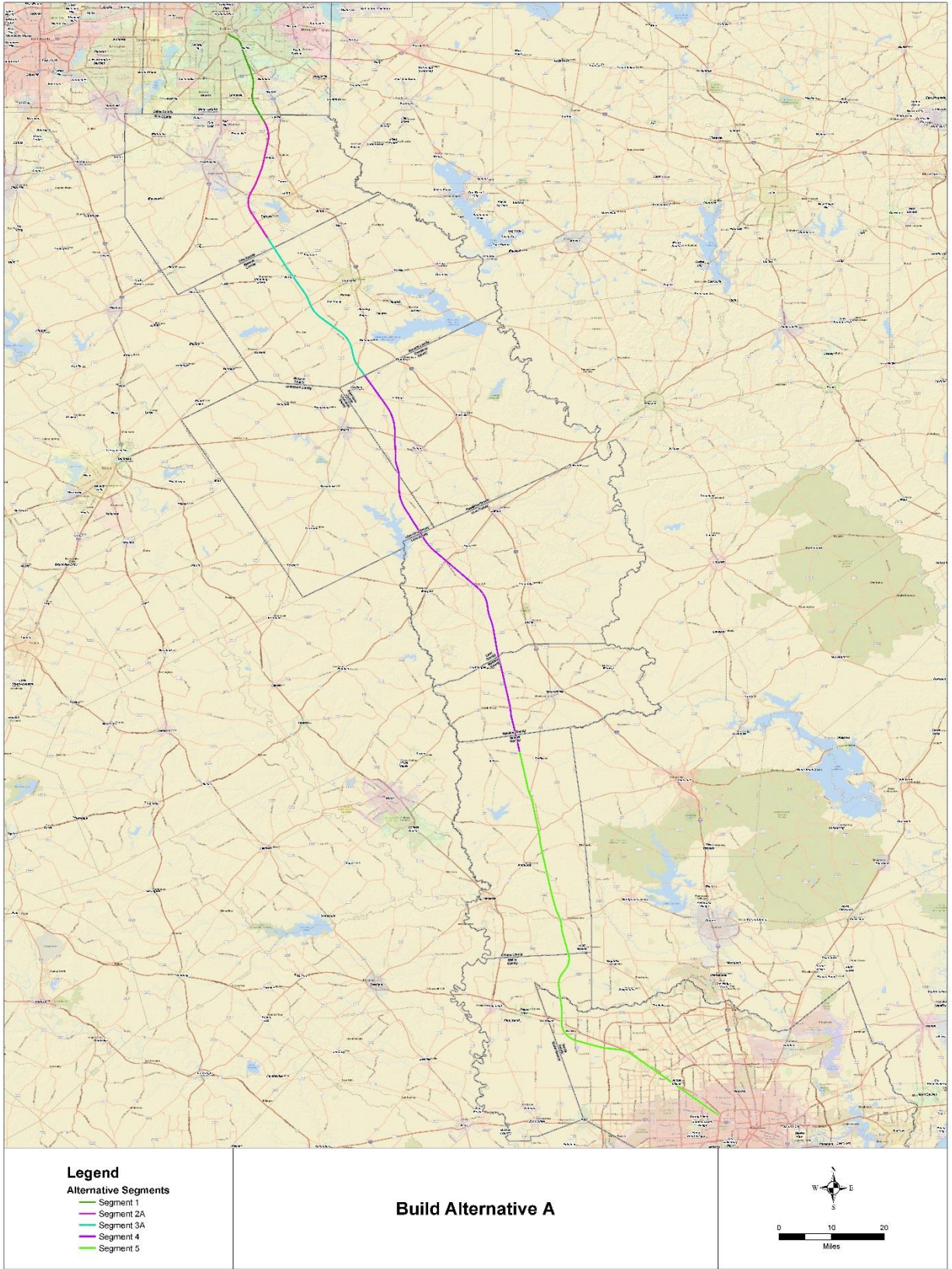
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Harris County Historical Commission  
Ms. Janet Wagner  
Chairperson  
710 North Post Oak Road, #400  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Wagner,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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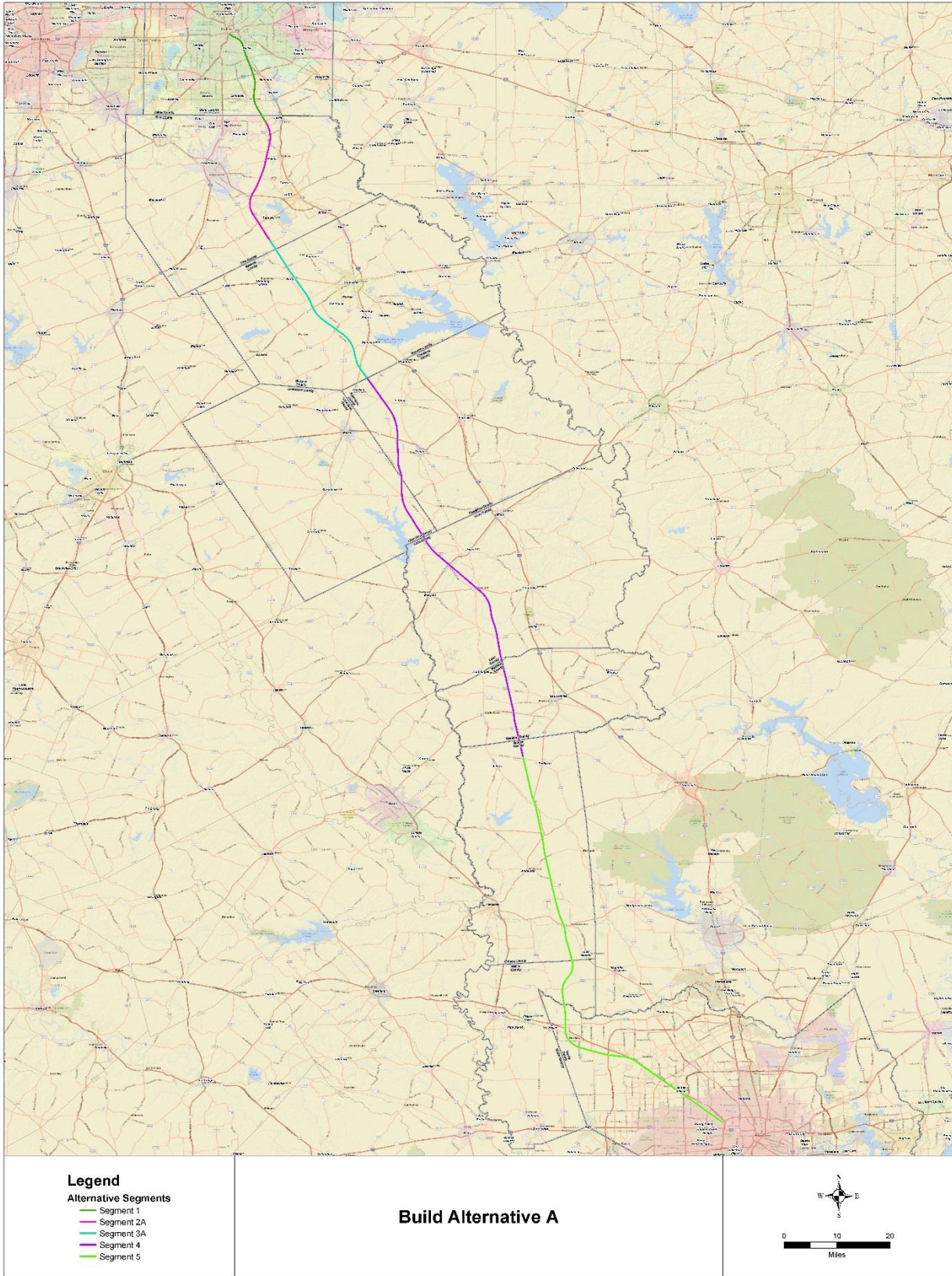
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Houston  
Ms. Diana DuCroz  
Historic Preservation Officer  
611 Walker Street, 6th Floor  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. DuCroz,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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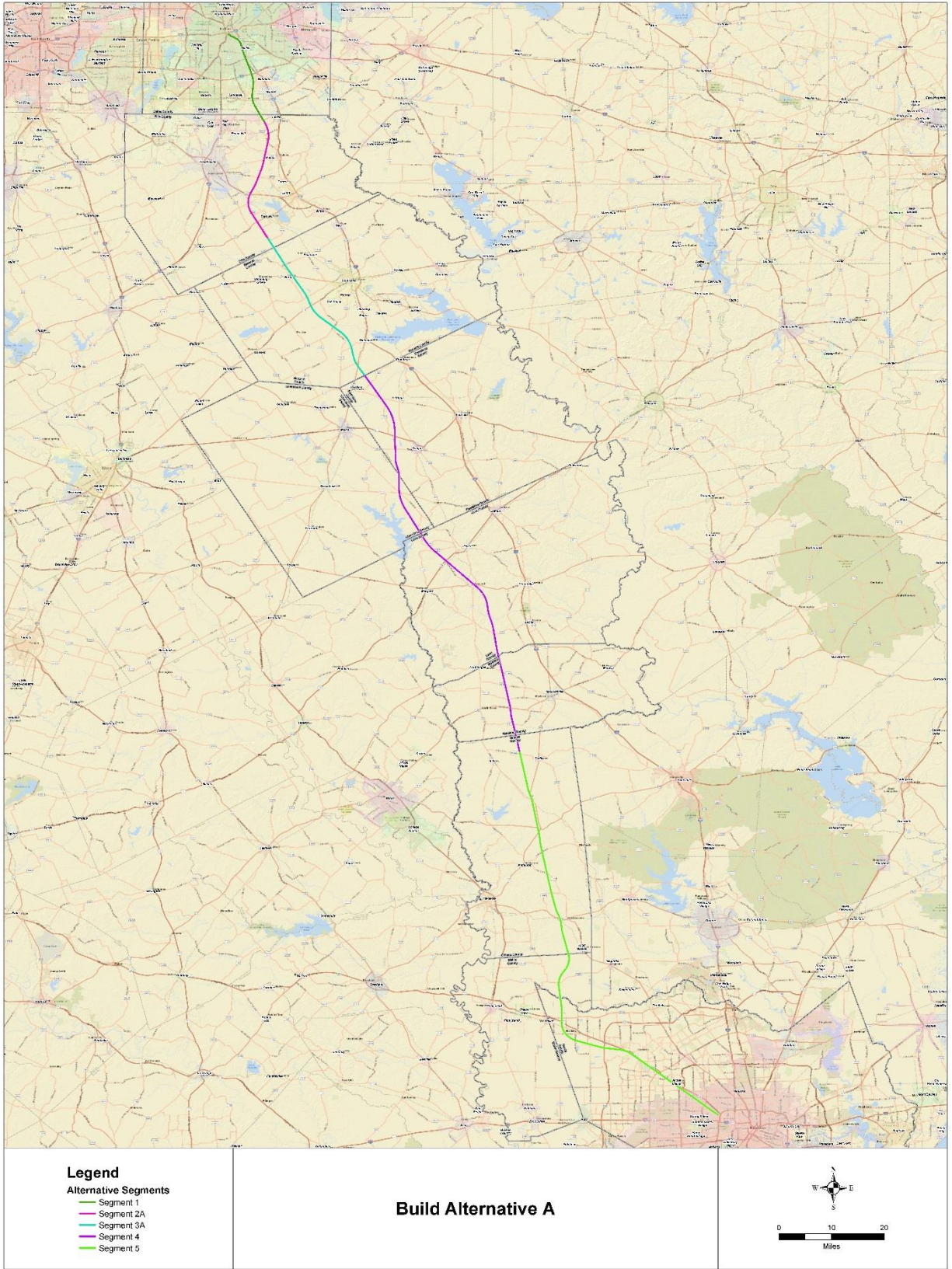
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Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Houston  
Mr. Matthew Kriegl  
901 Bagby  
Houston, TX 77002

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Kriegl,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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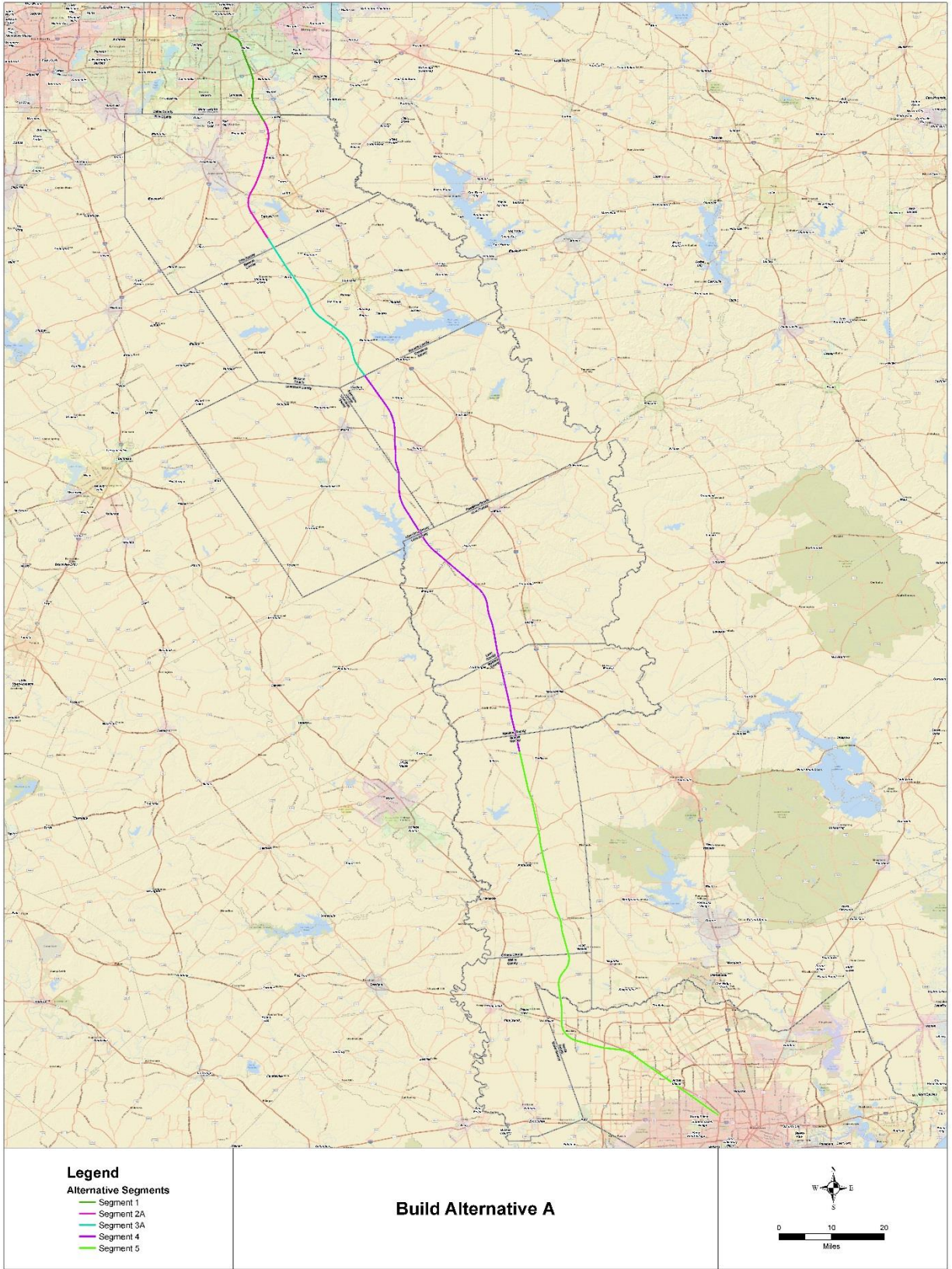
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Preservation Houston  
Ms. Deborah Keyser  
President  
3272 Westheimer Road, Suite 2  
Houston, TX 77098

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Keyser,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.



If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

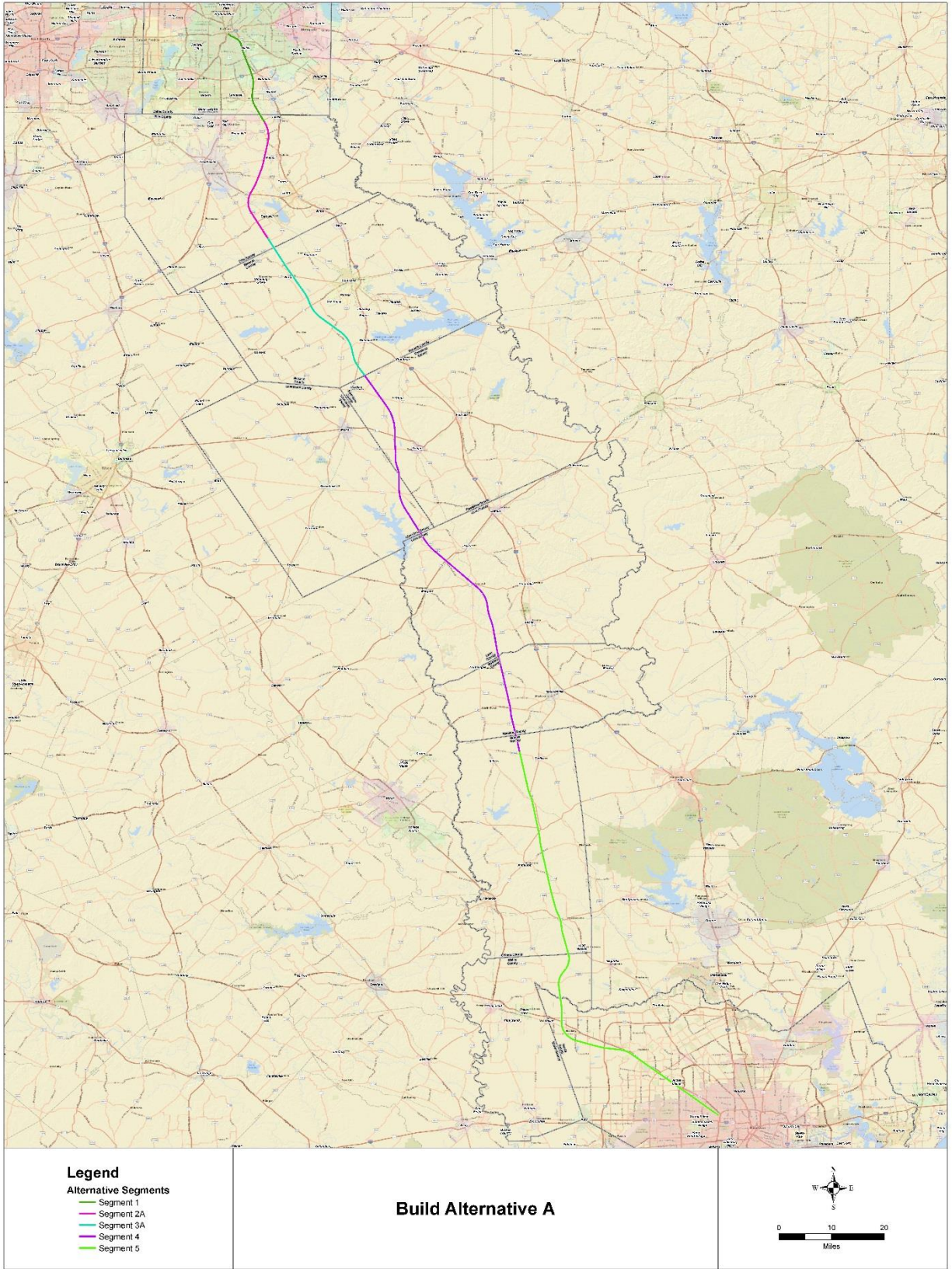
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Harris County Historical Commission  
Mr. Charles Duke  
President  
9225 Katy Freeway  
Houston, TX 77024

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Duke,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

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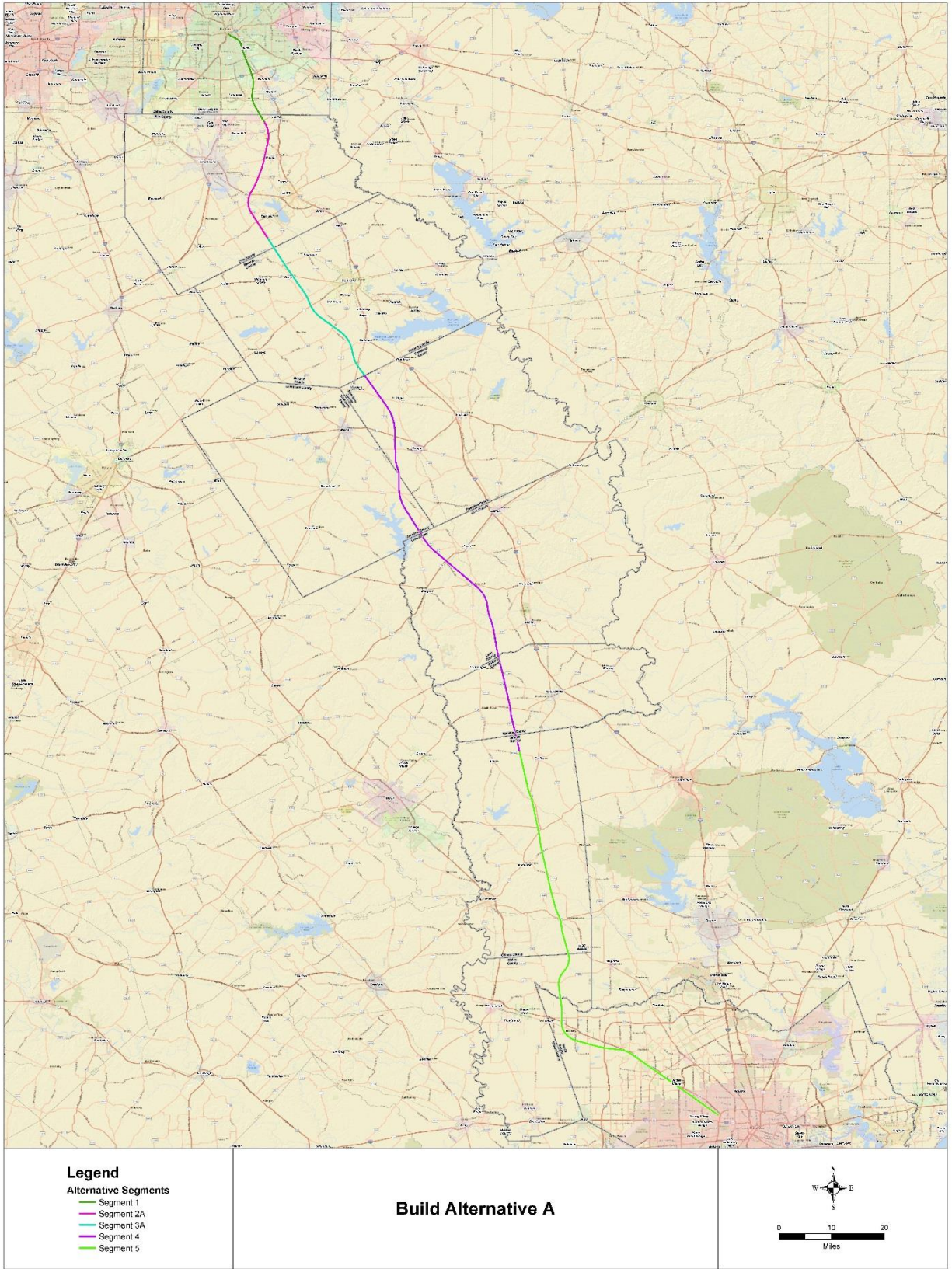
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Dallas  
Mr. Willis Winters  
Dallas Park and Recreation Department  
1500 Marilla St., Room 6FN  
Dallas, TX 75201

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Winters,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

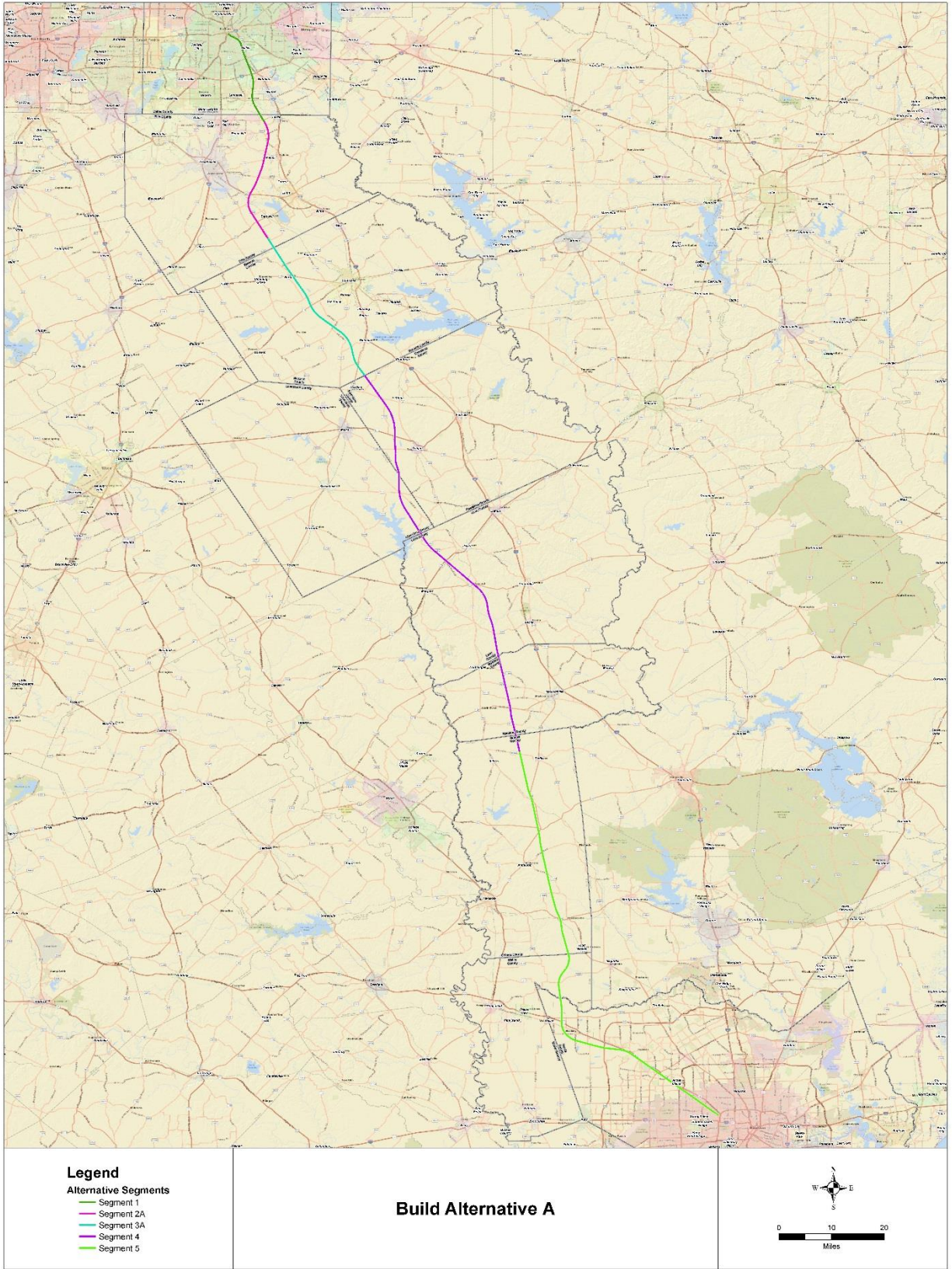
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

City of Lancaster  
Mr. Bester Munyaradzi  
Planning Division  
211 N. Henry Street  
Lancaster, TX 75146

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Munyaradzi,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

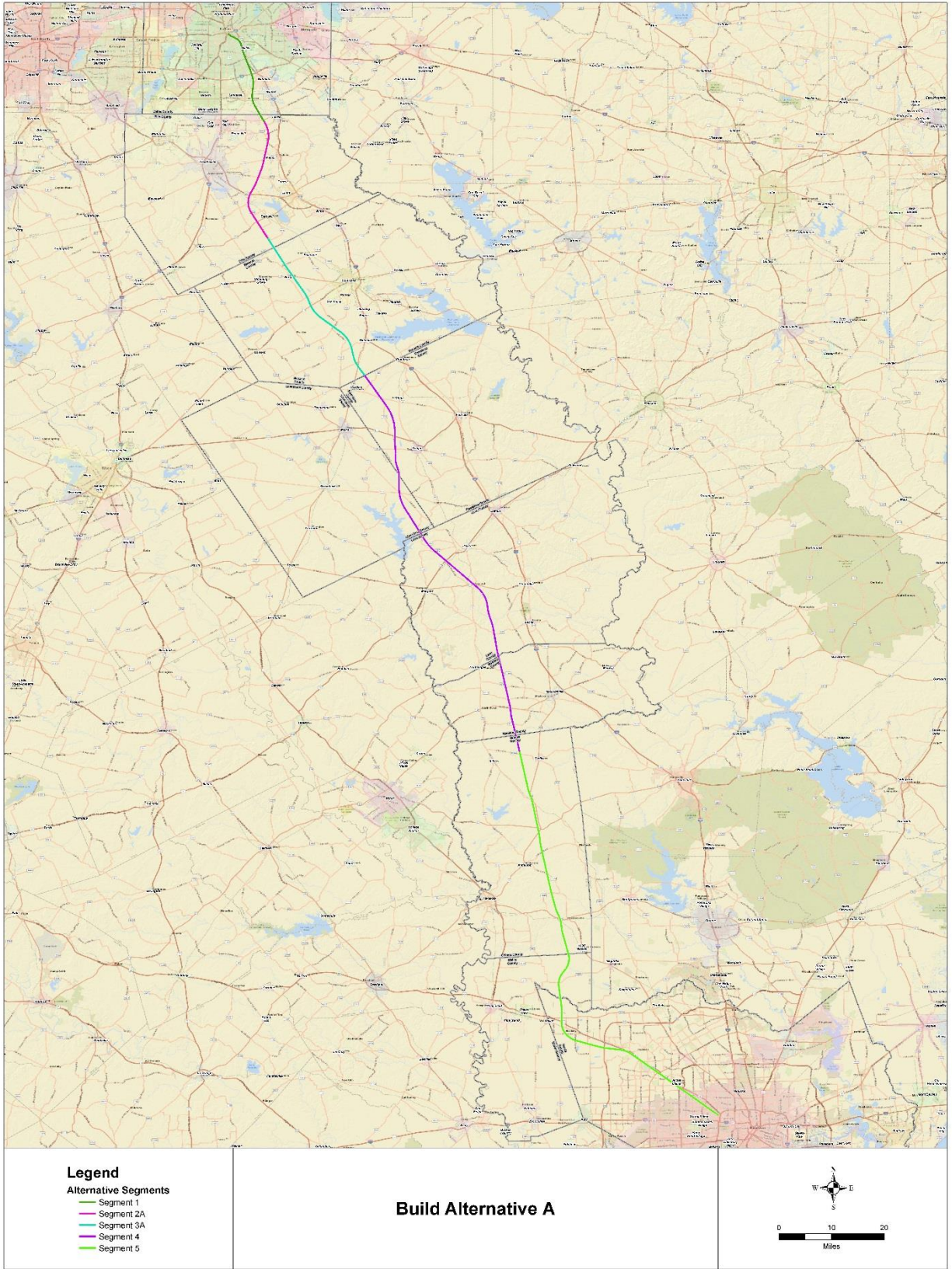
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Remembering Black Dallas  
Dr. George Keaton, Jr.  
Executive Director  
P.O. Box 764436  
Dallas, TX 75376

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Dr. Keaton,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

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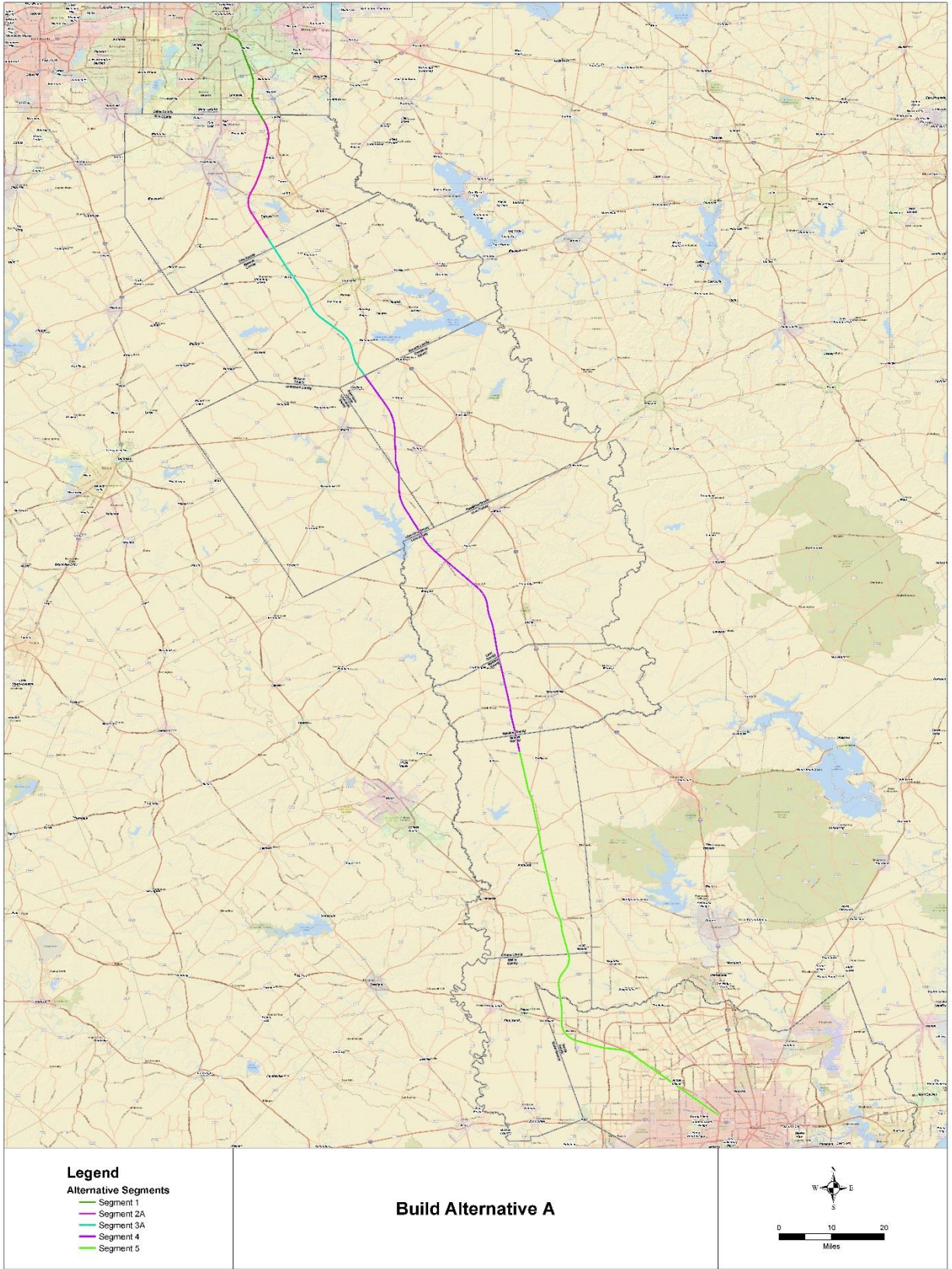
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- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,

A handwritten signature in blue ink that reads "K. Zeringue". The signature is fluid and cursive, with a small blue mark above the letter 'e'.

Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

University of Texas at Arlington  
Dr. Kate Holliday  
Associate Professor  
601 W. Nedderman Drive Suite 203  
Arlington, TX 76019

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Dr. Holliday,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

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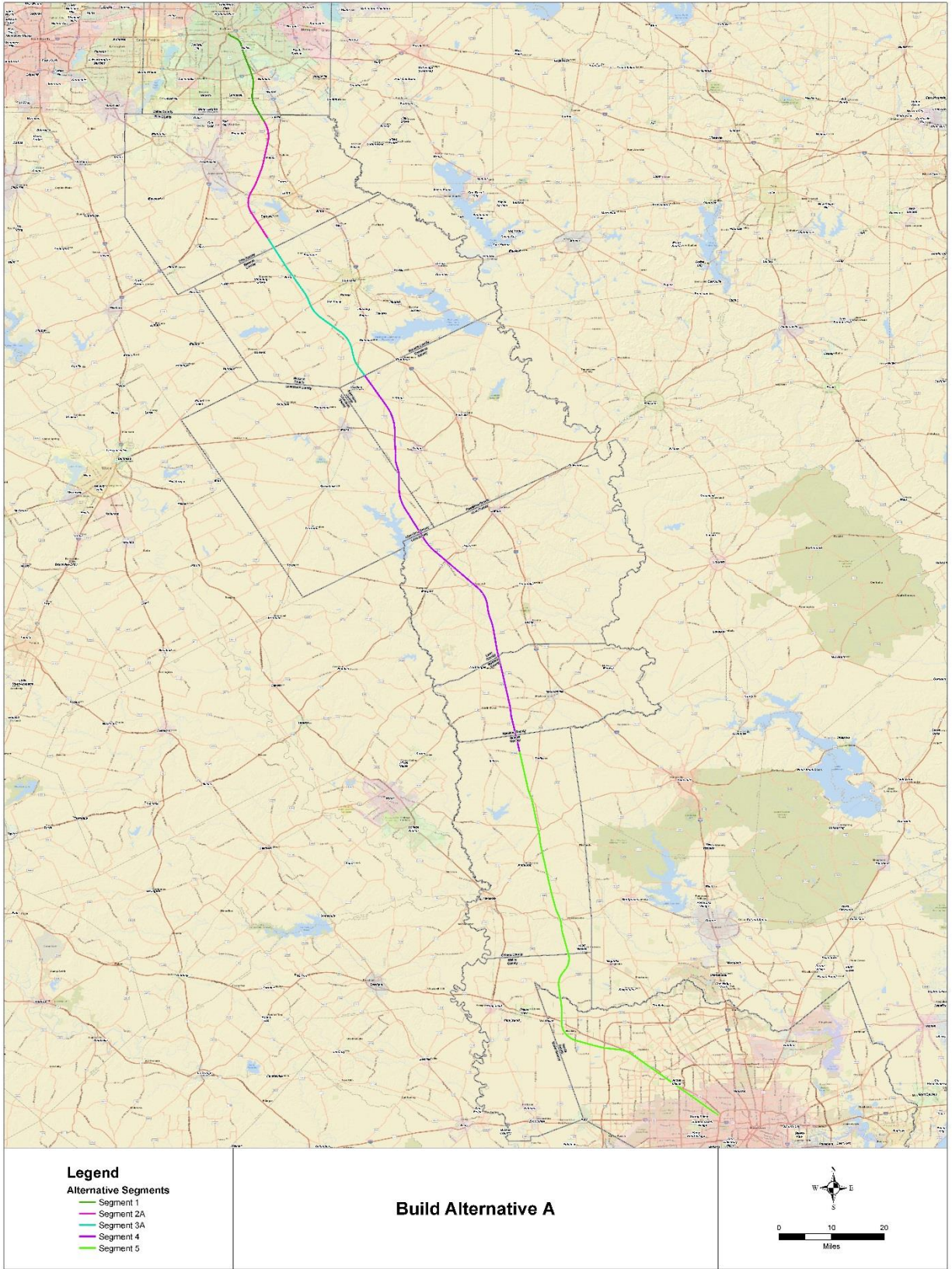
If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development





**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Mr. Rick Welch  
25105 Kickapoo Road  
Hockley, TX 77447

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Welch,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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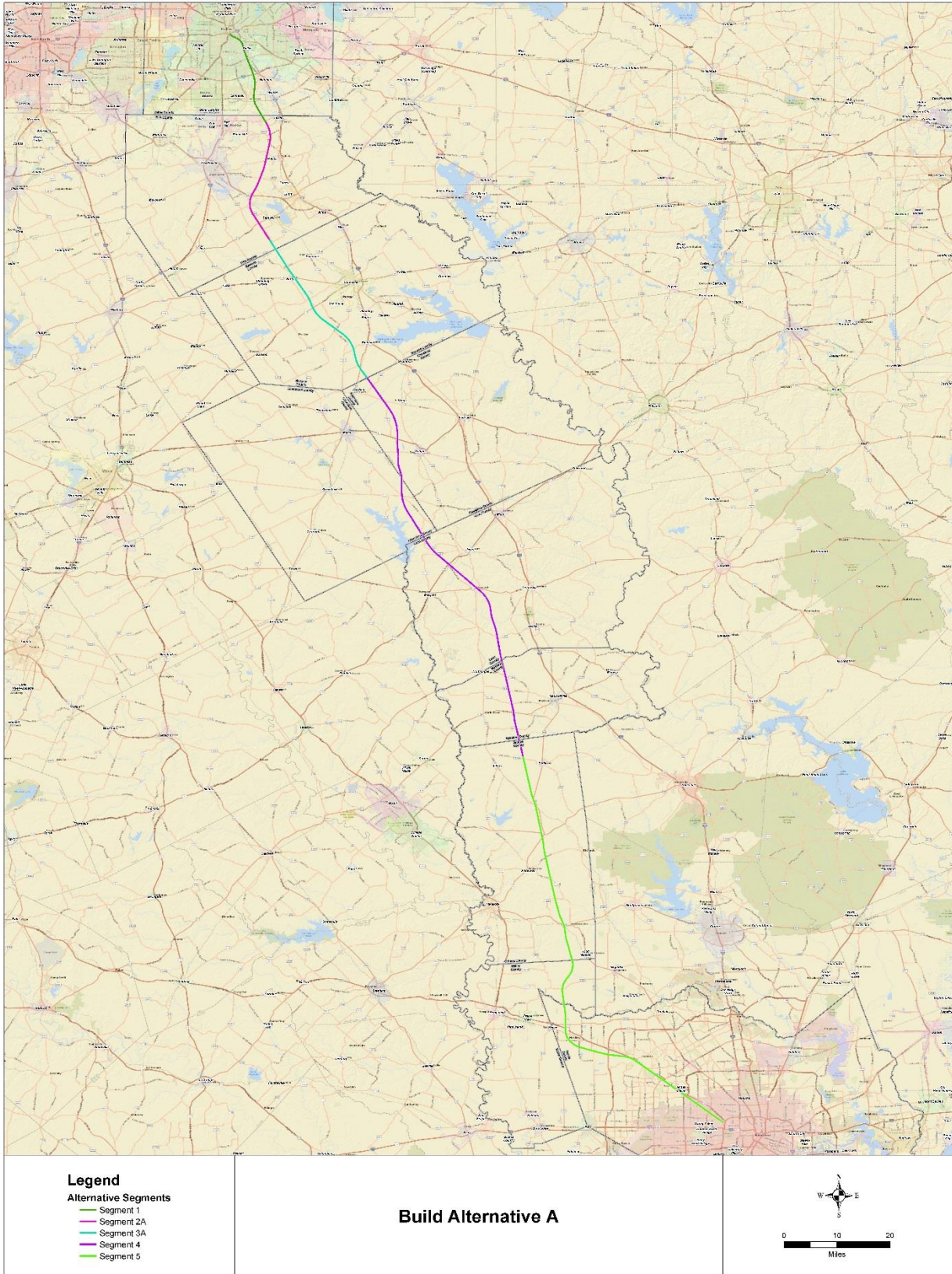
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Sincerely,

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Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Preservation Houston  
Mr. David Bush  
Executive Director  
3272 Westheimer Rd., Suite 2  
Houston, TX 77098

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Bush,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

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If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

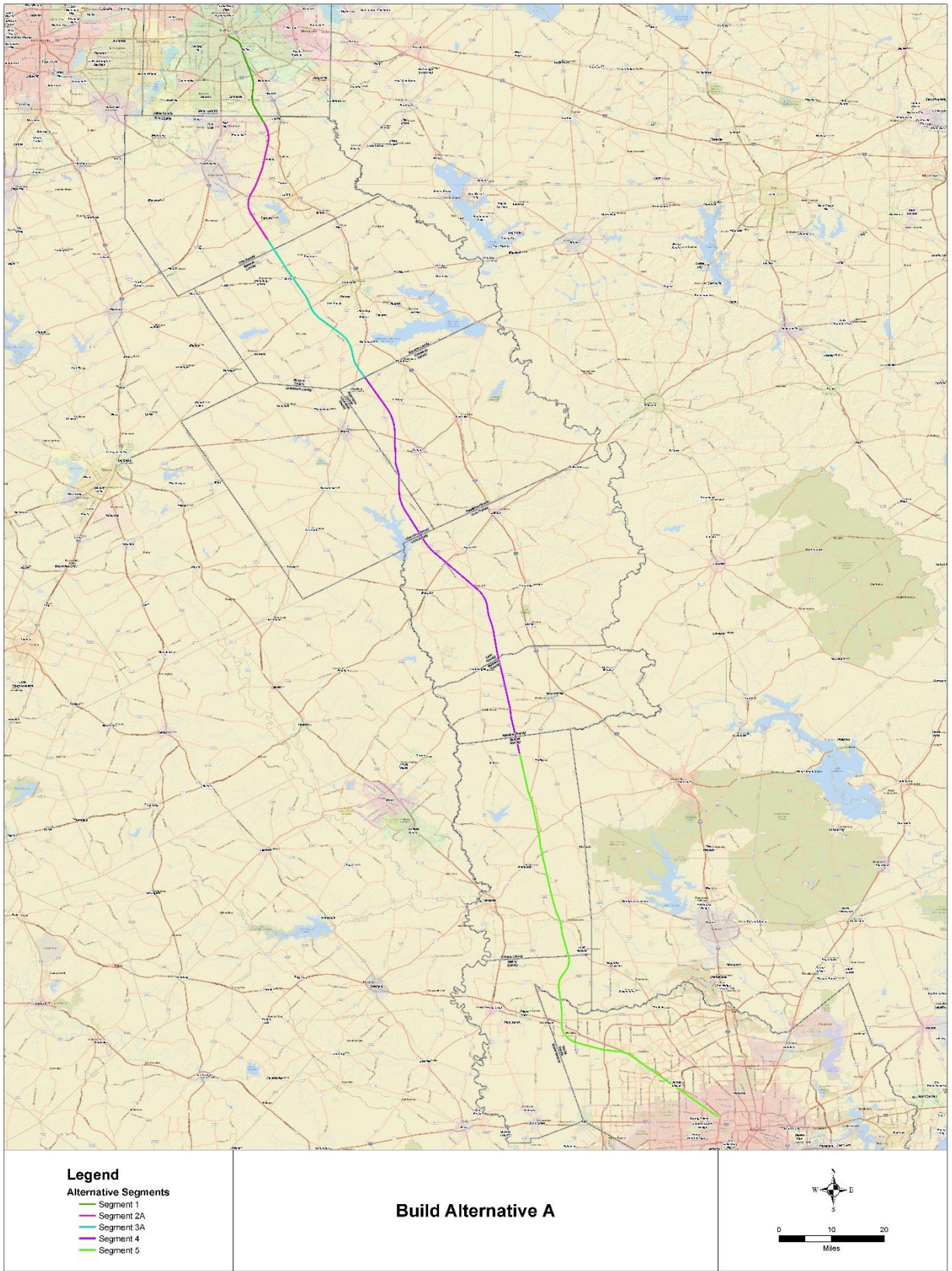
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Houston Mod  
Mr. Steven Curry  
Board President  
P.O. Box 541353  
Houston, TX 77254-1353

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Mr. Curry,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.



If you need to refamiliarize yourself with the Section 106 process prior to the meeting, the Advisory Council on Historic Preservation's website ([www.achp.gov](http://www.achp.gov)) offers many resources including:

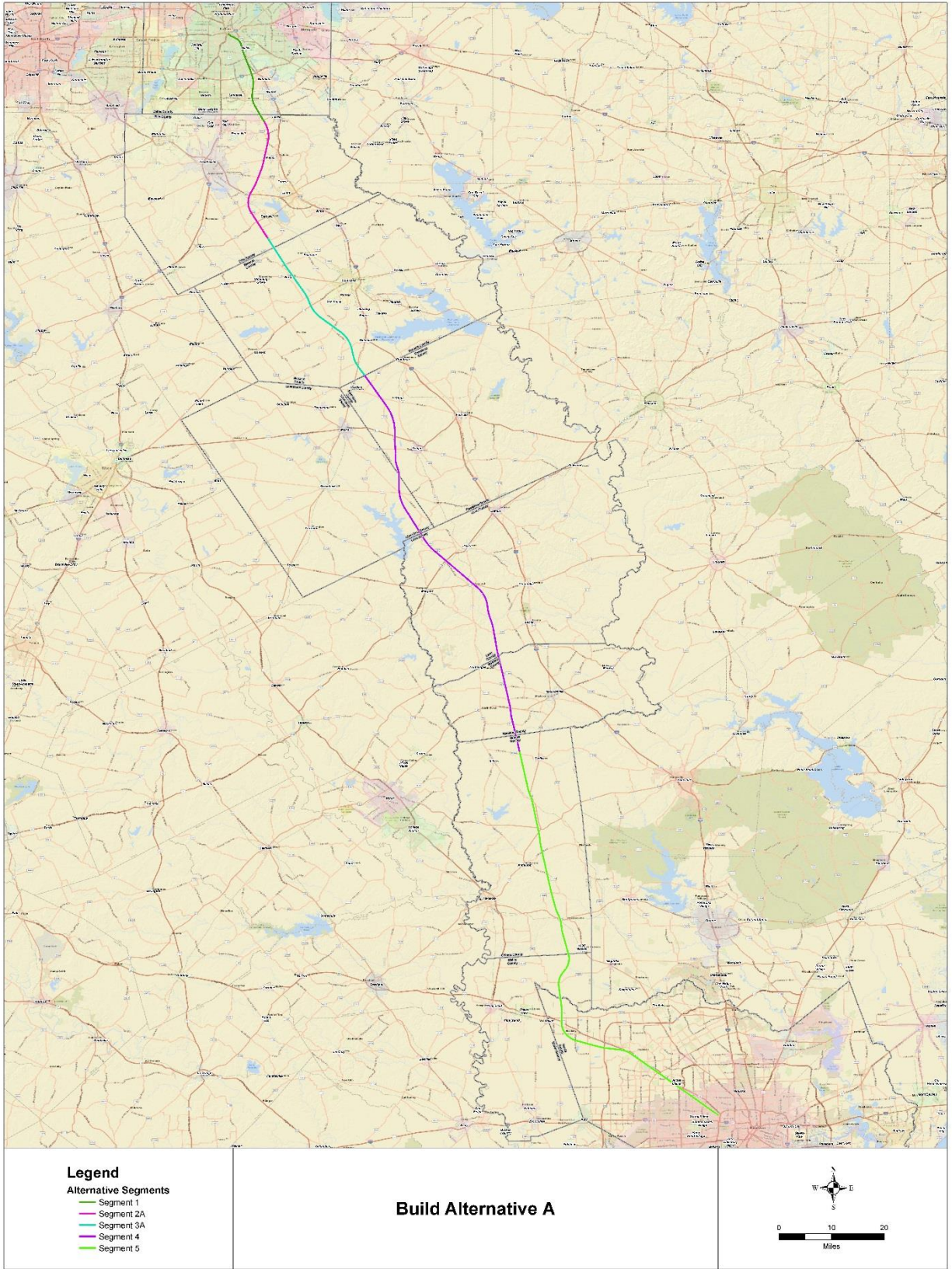
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
- What is Section 106? (eLearning course)

If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

October 14, 2019

Historic Bridge Foundation  
Ms. Kitty Henderson  
Executive Director  
1500 Payne Ave  
Austin, TX 78766

**RE: Section 106 of the National Historic Preservation Act (36 CFR 800) for the Dallas to Houston High-Speed Rail Project – Second Consulting Parties Meeting Invitation**

Dear Ms. Henderson,

The Federal Railroad Administration (FRA) is continuing consultation under Section 106 of the National Historic Preservation Act of 1966, as amended, for Texas Central Railroad, LLC's (TCRR's) proposed 240-mile Dallas to Houston High-Speed Rail (HSR) Project (Project) (**Figure 1**). As a reminder, the purpose of Section 106 is to account for historic properties that may be affected by the Project and to consult with parties interested in the effects to those historic properties. On May 31, 2018, FRA held the first Section 106 Consulting Parties meeting for the Project. In this meeting, FRA provided an overview of the Project; identified the federal agencies involved in the Project; provided an overview of the Section 106 process including the role of consulting parties; identified known historic properties that would be adversely affected by the project; and identified a need for a Programmatic Agreement to address continuing Section 106 requirements. The purpose of this letter is to invite you to the second Section 106 Consulting Parties meeting scheduled for November 7, 2019, at 1:00 pm (Central).

A Programmatic Agreement has been drafted in order for FRA and the U.S. Army Corps of Engineers to meet their collective Section 106 requirements. Specifically, the Programmatic Agreement outlines roles and responsibilities of the federal agencies and various consulting parties; continued phased identification and evaluation of historic properties located within the Area of Potential Effects; methods to resolve adverse effects to historic properties including specified mitigation measures; and various other administrative requirements. This Programmatic Agreement will be available for a 30-day review and comment period starting on October 21, 2019. FRA has specifically scheduled this Consulting Party meeting within the review period to help inform your review and comment on this document, particularly if you are not familiar with the requirements of Section 106. FRA will also provide an update on its continued identification and evaluation of historic properties and known historic properties that would be adversely affected by the project, as well as seek your input on the proposed methods for resolving effects to historic properties.

In addition to this letter, you will also receive an electronic meeting request via e-mail, which will contain the information necessary to access the Consulting Party meeting via webinar and conference call, as well as the location and access information for the Project's SharePoint site containing the Draft Programmatic Agreement and supporting Section 106 documentation.

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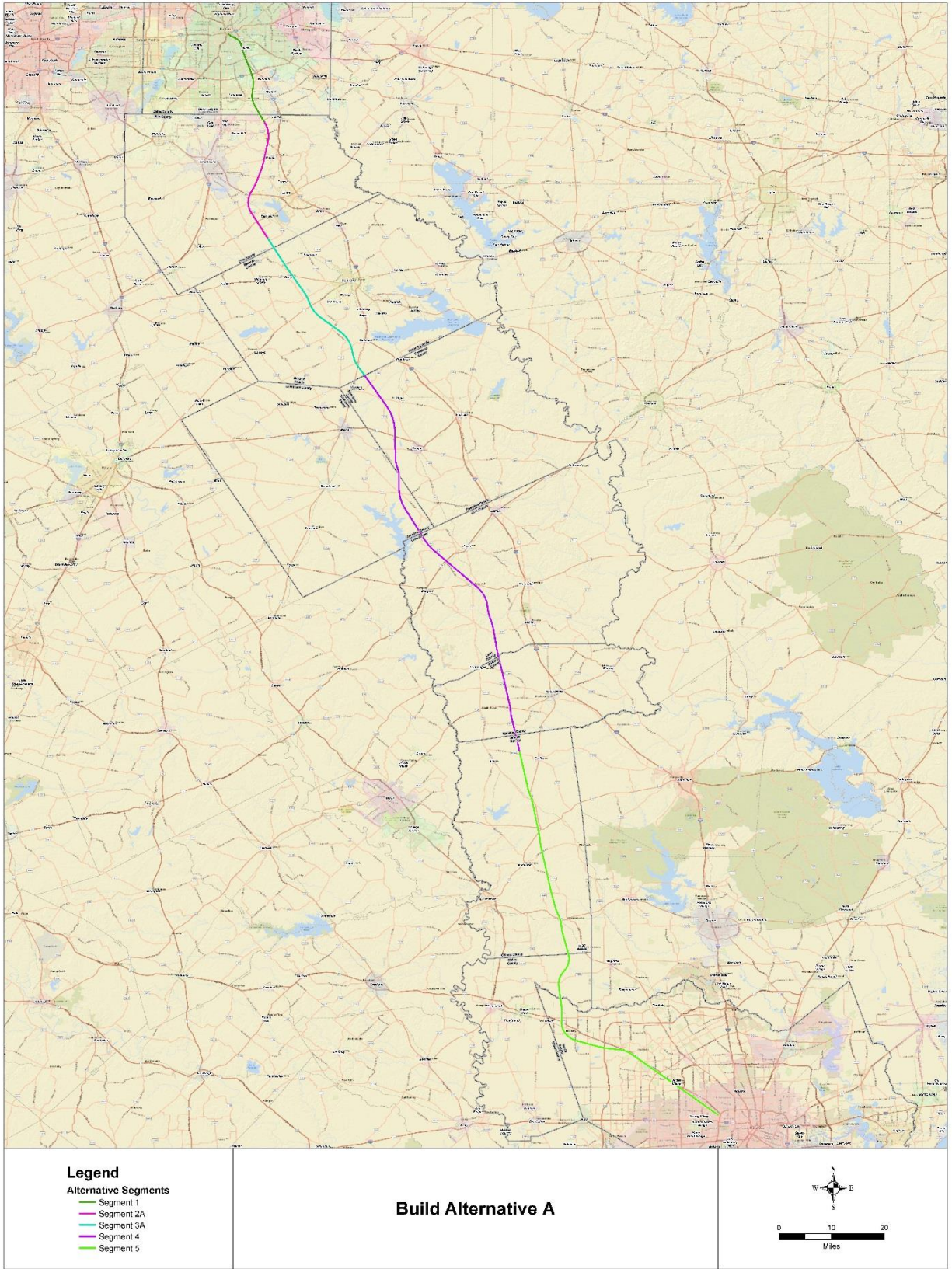
- Protecting Historic Properties: A Citizen's Guide to Section 106 Review (brochure)
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If you have any questions or concerns about the Project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). We look forward to your continued participation in the Section 106 process for this Project and speaking with you on November 7<sup>th</sup>, 2019.

Sincerely,



Katherine Zeringue  
Federal Preservation Officer  
Environmental & Corridor Planning Division  
Office of Railroad Policy and Development



**Figure 1: Dallas to Houston HSR Build Alternative A showing segment locations.**

**Federally-Recognized Native American Tribes Correspondence**





U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Kiowa Indian Tribe of Oklahoma  
Ms. Amie Tah-Bone  
Museum Director and NAGPRA Representative  
Ms. Amber Toppah, Chairperson  
P.O. Box 369  
Carnegie, OK 73015

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Amie Tah-Bone,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Mescalero Apache Tribe  
Mr. Danny Breuninger, Sr. President  
C/O Holly Houghten, THPO  
P.O. Box 227  
Mescalero, NM 88340

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Danny Breuninger,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Muscogee (Creek) Nation of Oklahoma  
Ms. Odette Freeman, Manager's Assistant  
Cultural Preservation Office  
George Tiger, Principal Chief  
Creek National Tribal Complex  
P.O. Box 580  
Okmulgee, OK 74447

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Odette Freeman,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

The Delaware Nation  
Ms. Nekole Alligood, Director  
Cultural Preservation Office  
Mr. Clifford Peacock, President  
P.O. Box 825  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Nekole Alligood,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

FEB 19 2015

Thlopthlocco Tribal Town  
Mr. George Scott, Town King  
P.O. Box 188  
Okemah, OK 74859

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. George Scott,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.



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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Tonkawa Tribe of Indians of Oklahoma  
Mr. Don Patterson, President  
1 Rush Buffalo Rd  
Tonkawa, OK 74653

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Don Patterson,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 19 2015

United Keetoowah Band of Cherokee Indians  
Ms. Lisa LaRue-Baker, Acting THPO  
Mr. George Wickliffe, Chief  
P.O. Box 748  
Tahlequah, OK 74465

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Lisa LaRue-Baker,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Wichita and Affiliated Tribes  
Ms. Terri Parton, President  
P.O. Box 729  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Ms. Terri Parton,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Caddo Nation of Oklahoma  
Mr. Robert Cast, THPO  
P.O. Box 487  
Binger, OK 73009

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Robert Cast,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

FEB 19 2015

Mr. Bryant J. Celestine  
Historic Preservation Officer  
Colabe Clem Sylestine, Principal Chief  
571 State Park Rd 56  
Livingston, TX 77351

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bryant J. Celestine,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Apache Tribe of Oklahoma  
Mr. Lyman Guy, Chairman  
P.O. Box 1330  
Anadarko, OK 73005

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Lyman Guy,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

FEB 19 2015

Coushatta Tribe of Louisiana  
Mr. Lovelin Poncho, Chairman  
P.O. Box 818  
Elton, LA 70532

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Lovelin Poncho,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

As the lead federal agency, FRA is contacting you to initiate Government-to-Government consultations, as the designated point of contact for your tribe, regarding the undertaking in accordance with 36 CFR 800.2(c)(2)(ii). We are available for formal consultations by telephone and other means. We also invite you to share information regarding tribal concerns in the project area.

Through consultation, we hope to incorporate into the cultural resources survey process your concerns for locations of traditional or cultural significance and provide an opportunity for participation in the continuing process to identify cultural resources, effects of the project on significant resources, and resolution of any adverse effects of the project which may result from the undertaking. A Memorandum of Agreement (MOA) or Programmatic Agreement (PA) is anticipated to be necessary.

Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**FEB 19 2015**

Comanche Nation of Oklahoma  
Mr. Jimmy Arterberry, THPO  
Mr. Wallace Coffey, Chairman  
P.O. Box 908  
Lawton, OK 73502

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Jimmy Arterberry,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Alabama-Coushatta Tribe of Texas  
Mr. Bryant J. Celestine  
Historic Preservation Officer  
Colabe Clem Sylestine, Principal Chief  
571 State Park Rd 56  
Livingston, TX 77351

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Bryant J. Celestine,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure



U.S. Department  
of Transportation

1200 New Jersey Avenue, SE  
Washington, DC 20590

**Federal Railroad  
Administration**

**FEB 19 2015**

Alabama-Quassarte Tribal Town  
Mr. Tarpie Yargee, Chief  
P.O. Box 187  
Wetumka, OK 74883

RE: Initiation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project

Dear Mr. Tarpie Yargee,

The Federal Railroad Administration (FRA) has initiated a project-level Environmental Impact Statement (EIS) to implement proposed new high-speed passenger rail service between Dallas and Houston. FRA's action under the National Environmental Policy Act (NEPA) is review and approval of the safety of the high-speed train system. The project is proposed by a private applicant, Texas Central Railway (TCR) and its affiliates. Major project actions consist of construction and operation of a new fully-fenced, grade-separated corridor with two new tracks, overhead power supply, and a service road; power substations; maintenance facilities; and new stations in Dallas and Houston, and potentially one midpoint station in the Shiro area serving Bryan/College Station. The proposed passenger rail service will travel a distance of approximately 240 miles at speeds of approximately 200 miles per hour for a 90-minute trip time. As currently proposed, the corridor will be located adjacent to existing transportation and infrastructure corridors. Potential project effects to any cultural resources will be evaluated by FRA and other consulting parties as part of the environmental process.

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Melissa Hatcher of my staff will be the FRA contact for this project. She can be reached at (202) 493-6075 or by email [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov). A map of the alternative corridors is attached for your use. Additional project information can be found at <https://www.fra.dot.gov/Page/P0700>. FRA is committed to ensuring that you are kept informed as the project progresses and new information will be provided to you as it becomes available.

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division Chief, Environment and Systems Planning Division

Enclosure

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Gov to Gov Consultation for Dallas to Houston HSR  
**Date:** Thursday, March 19, 2015 3:07:16 PM  
**Attachments:** [image002.gif](#)

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, March 19, 2015 2:48 PM  
**To:** ofreeman@mcn-nsn.gov  
**Cc:** Welch, Jim  
**Subject:** RE: Gov to Gov Consultation for Dallas to Houston HSR

Dear Ms. Freeman,

Thank you for your prompt response. FRA will continue to include you on the project mailing list so that you will be informed as the National Environmental Policy Act (NEPA) process advances. Should you change your mind at any point or should the project change to involve the Muscogee (Creek) Nation historic area of interest, please do not hesitate to contact me.

Sincerely,

**Melissa Hatcher**  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Odette Freeman [mailto:ofreeman@mcn-nsn.gov]  
**Sent:** Thursday, March 19, 2015 3:28 PM  
**To:** Hatcher, Melissa (FRA)  
**Subject:** Gov to Gov Consultation for Dallas to Houston HSR

Thank you the correspondence regarding the Dallas to Houston High Speed Rail project. This project is outside of the Muscogee (Creek) Nation historic area of interest. We respectfully defer to the other Tribes that have been contacted. If you have any further questions or concerns, please give us a call.

**Odette Freeman**  
Historic and Cultural Preservation Department, Manager's Assistant  
Muscogee (Creek) Nation  
P. O. Box 580 | Okmulgee, OK 74447  
T 918.732.7758  
F 918.758.0649  
[ofreeman@mcn-nsn.gov](mailto:ofreeman@mcn-nsn.gov)  
[www.MCN-nsn.gov](http://www.MCN-nsn.gov)

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**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Texas Central Railway project  
**Date:** Wednesday, May 13, 2015 11:40:14 AM

---

Please add to project files and update the spreadsheet.

---

**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Tuesday, May 12, 2015 3:14 PM  
**To:** NAlligood@delawarenation.com  
**Cc:** CSmith@delawarenation.com; Welch, Jim  
**Subject:** RE: Texas Central Railway project

Dear Nekole,

Thank you for letting me know that none of the counties involved in the proposed railway are part of the Delaware Nation's area of interest. Your response is greatly appreciated.

Best regards,

**Melissa Hatcher**

Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Nekole Alligood [mailto:NAlligood@delawarenation.com]  
**Sent:** Tuesday, May 12, 2015 4:12 PM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Corey Smith  
**Subject:** Texas Central Railway project

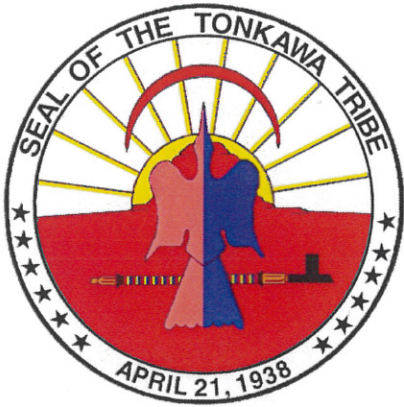
Good afternoon. I apologize for not getting back with you within the 30 day review period, although I must inform you that none of the counties involved in the proposed rail way are part of the Delaware Nation's area of interest in Texas. Therefore, there are no concerns surrounding the location of the proposed rail line.

Best of luck with the project!

*Nekole Alligood  
Director of Cultural Preservation  
Delaware Nation  
31064 HWY 281  
PO Box 281  
Anadarko, OK 73005  
Phone: 405-247-2448  
Fax: 405-247-8905*

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TONKAWA TRIBE OF OKLAHOMA  
**NATIVE AMERICAN GRAVES PROTECTION  
AND REPATRIATION ACT**

• 1 RUSH BUFFALO ROAD, TONKAWA, OKLAHOMA 74653 •  
• PHONE (580) 628-2561 • FAX: (580) 628-9903 •  
WEB SITE: [www.tonkawatribe.com](http://www.tonkawatribe.com)

Dear Sir or Madam,

Regarding your proposed projects, the Tonkawa Tribe of Indians of Oklahoma submits the following:

The Tonkawa Tribe has no specifically designated historical or cultural sites identified in the above listed project area. However if any human remains, funerary objects, or other evidence of historical or cultural significance is inadvertently discovered then the Tonkawa Tribe would certainly be interested in proper disposition thereof.

We appreciate notification by your office of the many projects on-going, and as always the Tonkawa Tribe is willing to work with your representatives in any manner to uphold the provisions of NAGPRA to the extent of our capability.

Respectfully,

A handwritten signature in blue ink, reading "Miranda 'Nax'ce' Myer".

Miranda "Nax'ce" Myer  
NAGPRA Representative

**From:** [Welch, Jim](#)  
**To:** [Hartsfield, Shelley](#)  
**Subject:** FW: Dallas to Houston High-Speed Rail Project  
**Date:** Friday, March 06, 2015 10:47:21 AM

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**From:** melissa.hatcher@dot.gov [mailto:melissa.hatcher@dot.gov]  
**Sent:** Thursday, March 05, 2015 7:30 AM  
**To:** ukbthpo-larue@yahoo.com  
**Cc:** hnoe@unitedkeetoowahband.org; Welch, Jim  
**Subject:** RE: Dallas to Houston High-Speed Rail Project

Dear Ms. Baker,

Thank you for your prompt response. FRA will continue to consult and coordinate with federally recognized tribes with a more established historic interest in the project area. Should you have questions or concerns in the future, please do not hesitate to contact me.

Best regards,  
Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

---

**From:** Lisa LaRue-Baker - UKB THPO [mailto:ukbthpo-larue@yahoo.com]  
**Sent:** Wednesday, March 04, 2015 2:45 PM  
**To:** Hatcher, Melissa (FRA)  
**Cc:** Holly Noe  
**Subject:** Dallas to Houston High-Speed Rail Project

The United Keetoowah Band of Cherokee Indians in Oklahoma thanks you for initiating consultation with us. We respectfully defer to federally recognized tribes with a more established historic interest in this particular area of Texas (ours if further North).  
Thank you again,

**Lisa C. Baker**  
Acting THPO  
United Keetoowah Band of Cherokee Indians in Oklahoma  
PO Box 746  
Tahlequah, OK 74465

c 918.822.1952  
[ukbthpo-larue@yahoo.com](mailto:ukbthpo-larue@yahoo.com)

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# ALABAMA-COUSHATTA TRIBE OF TEXAS

571 State Park Road 56 • Livingston, Texas 77351 • (936) 563-1100

March 12, 2015

URS Corporation  
Attention: Melissa Hatcher  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Ms. Hatcher:

On behalf of Mikko Colabe III Clem Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding the Dallas to Houston High-Speed Rail proposal.

Our Tribe maintains ancestral associations throughout the state of Texas despite the absence of written records to completely identify Tribal activities, villages, trails, or burial sites. However, it is our objective to ensure significances of American Indian ancestry, especially of Alabama-Coushatta origin, are administered with the utmost considerations.

Upon review of your February 19, 2015 submission, immediately impacts to cultural assets of the Alabama-Coushatta Tribe of Texas could not be completely ascertained in conjunction with this proposal. Within the project area, our Office is aware of the Coushatta Trace as well as potential archaeological occupations. Efforts should be incorporated to minimize or avoid impacts to such sites. In the event of the inadvertent discovery of archaeological artifacts and/or human remains, activity in proximity to the location must cease and appropriate authorities, including our Office, notified without delay for additional consultations.

Should you require further assistance, please do not hesitate to contact us.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryant J. Celestine".

Bryant J. Celestine  
Historic Preservation Officer

January 25, 2018

Ms. Edwina Butler-Wolfe, Governor  
Absentee Shawnee Tribe of Oklahoma  
2025 S. Gordon Cooper Dr.  
Shawnee, OK 74801

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Butler-Wolfe,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Absentee Shawnee Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

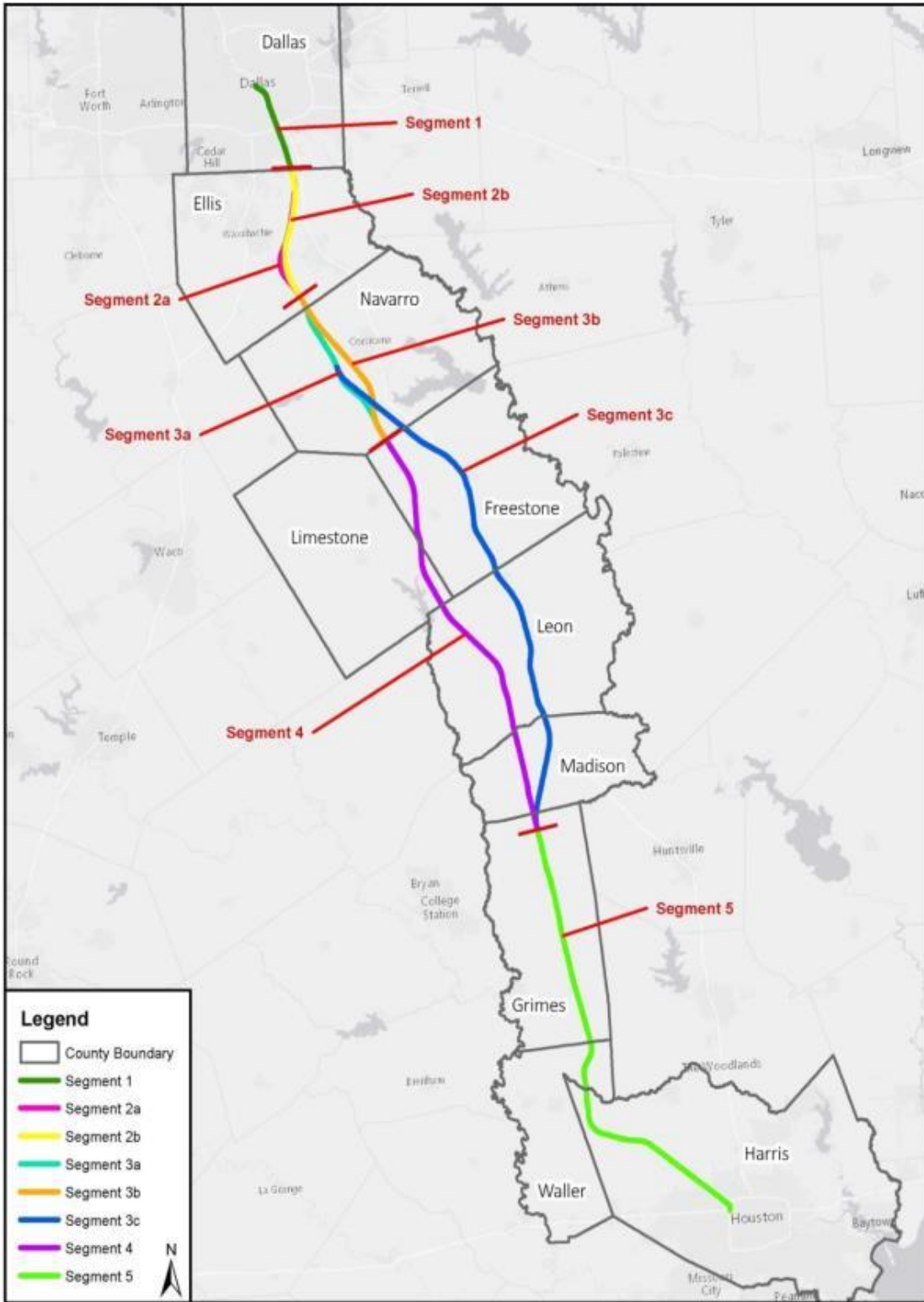


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Joseph Blanchard, THPO  
Absentee-Shawnee Tribe of Oklahoma  
2025 S. Gordon Cooper Dr.  
Shawnee, OK 74801

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Blanchard,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Absentee-Shawnee Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

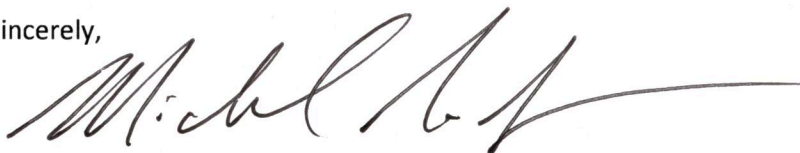
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

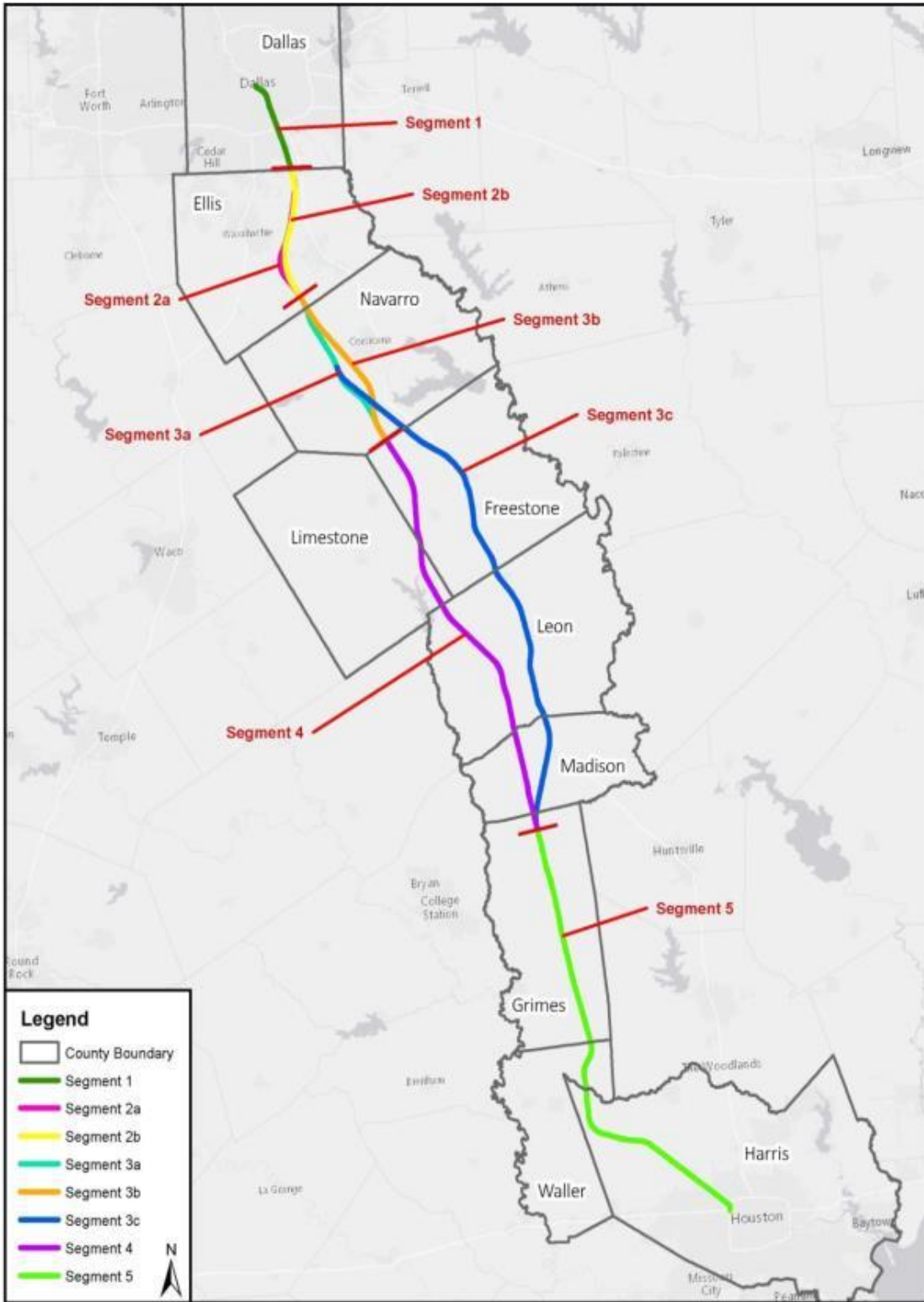


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. JoAnne Battise, Chairperson  
Alabama-Coushatta Tribe of Texas  
571 State Park Rd. 56  
Livingston, TX 77351

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Battise,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Alabama-Coushatta Tribe of Texas regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

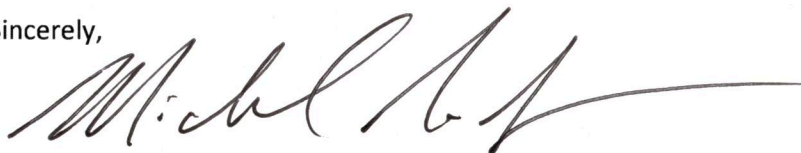
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

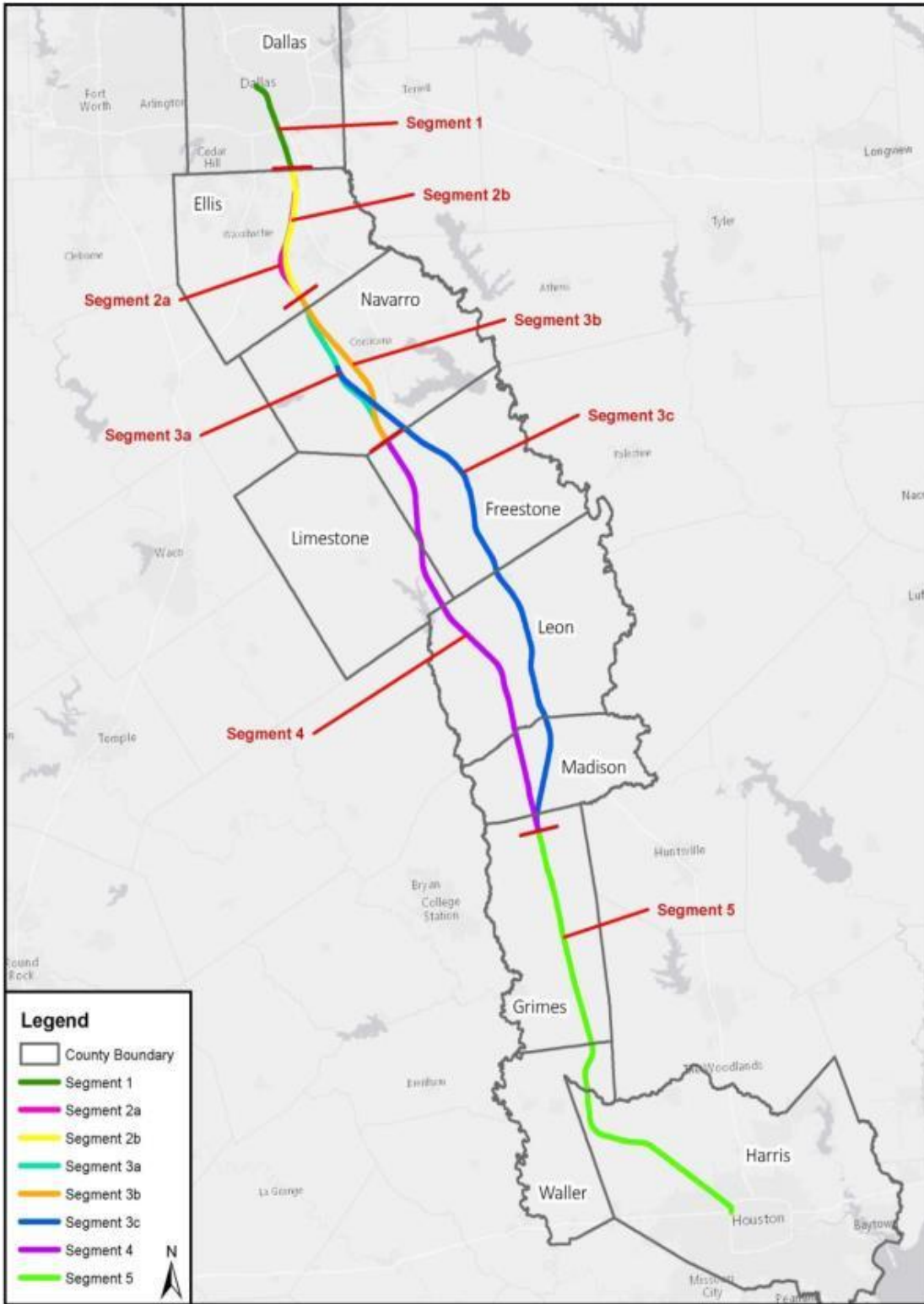


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Bryant Celestine, Historical Preservation Clerk  
Alabama-Coushatta Tribe of Texas  
571 State Park Rd. 56  
Livingston, TX 77351

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Celestine,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Alabama-Coushatta Tribe of Texas regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

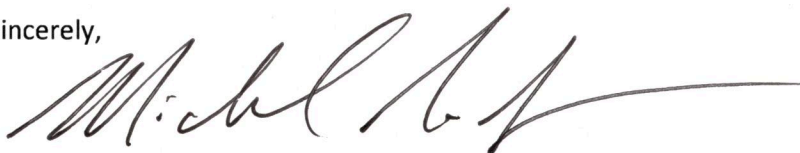
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

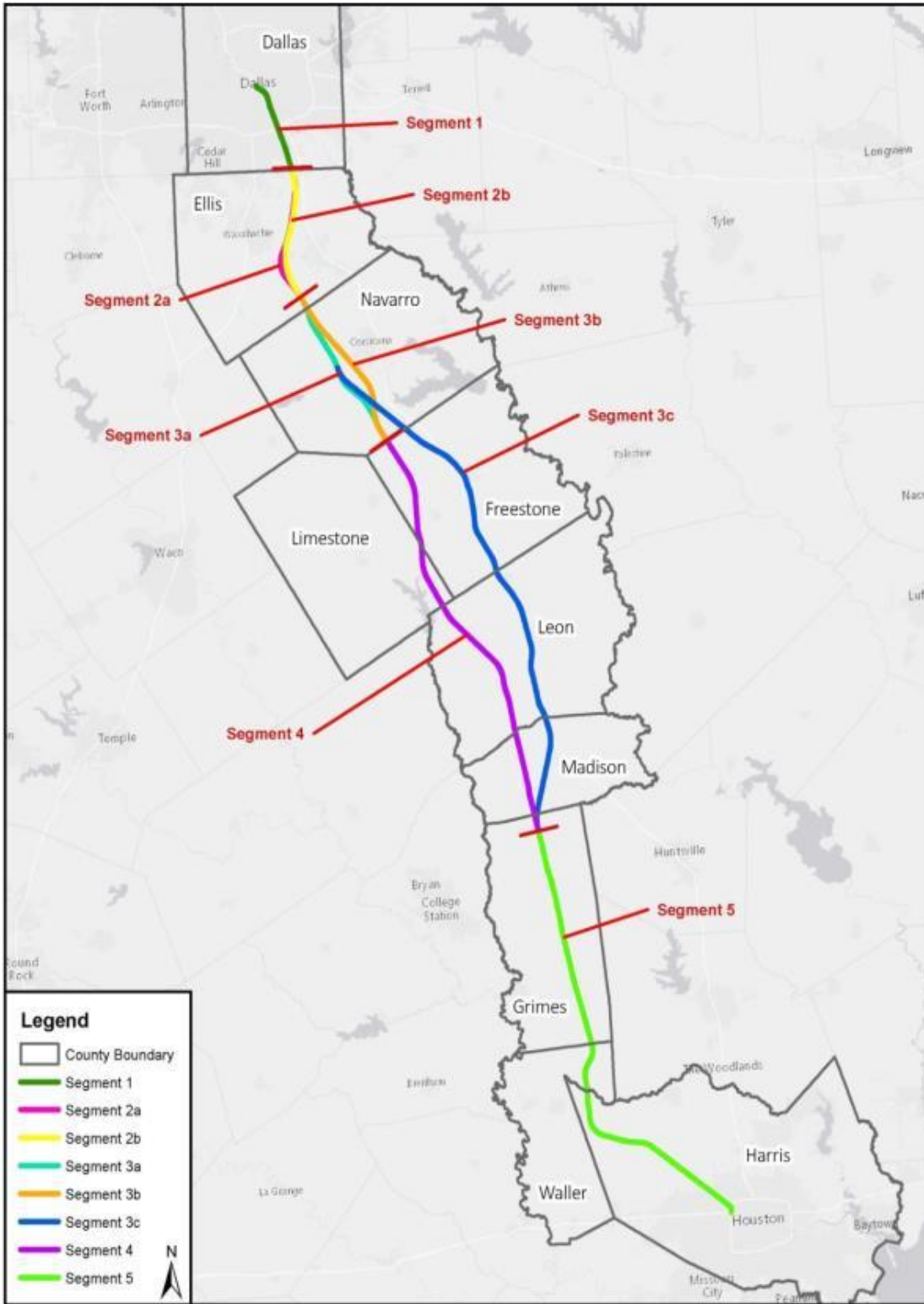


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Tarpie Yargee, Chief  
Alabama-Quassarte Tribal Town  
P.O. Box 187  
Wetumka, OK 74883

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Yargee,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Alabama-Quassarte Tribal Town regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

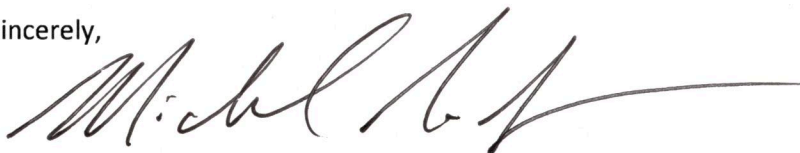
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

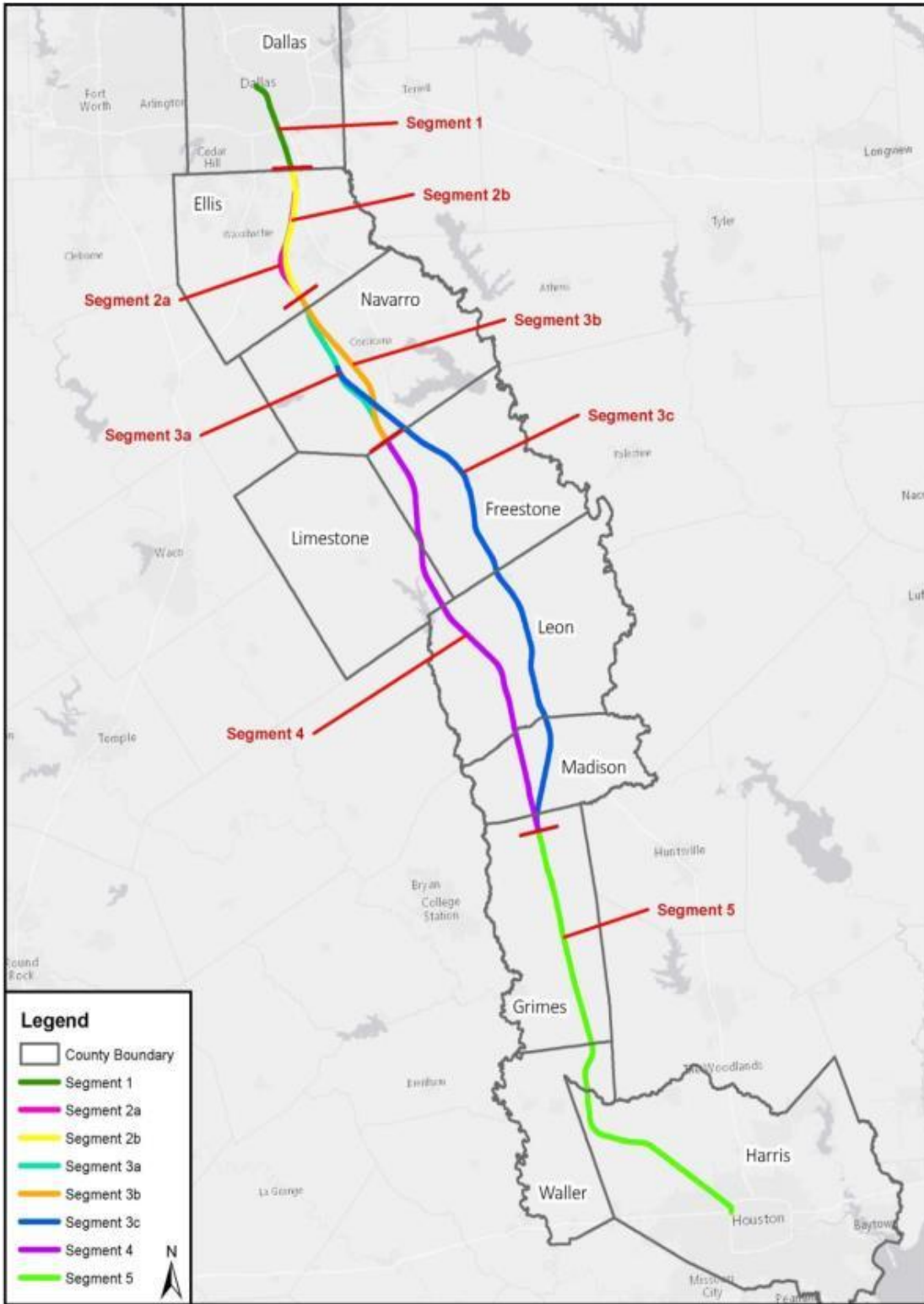


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018

Mr. Bobby Komardley, Chairman  
Apache Tribe of Oklahoma  
511 E. Colorado  
Anadarko, OK 73005

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Komardley,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Apache Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

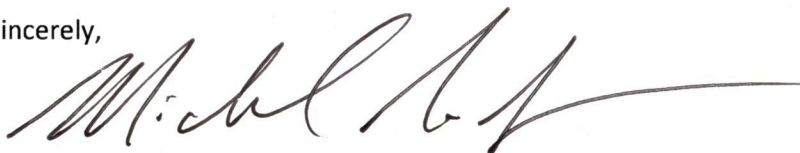
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

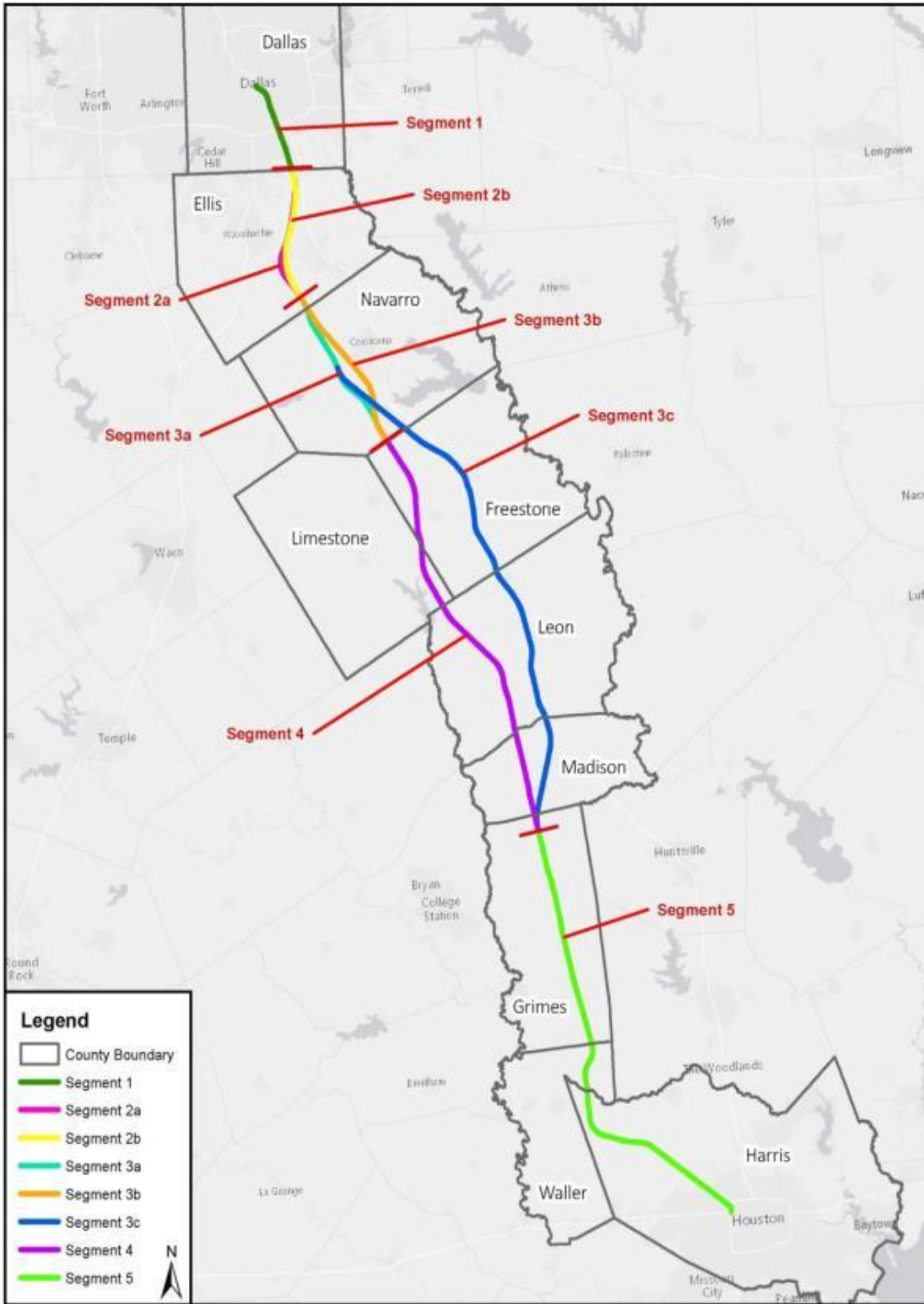


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Tamara Michelle Francis Four-killer, Chairperson  
Caddo Nation of Oklahoma  
P.O. Box 487  
Binger, OK 73009

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Four-killer,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Caddo Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

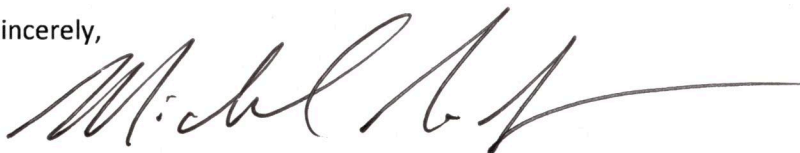
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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map



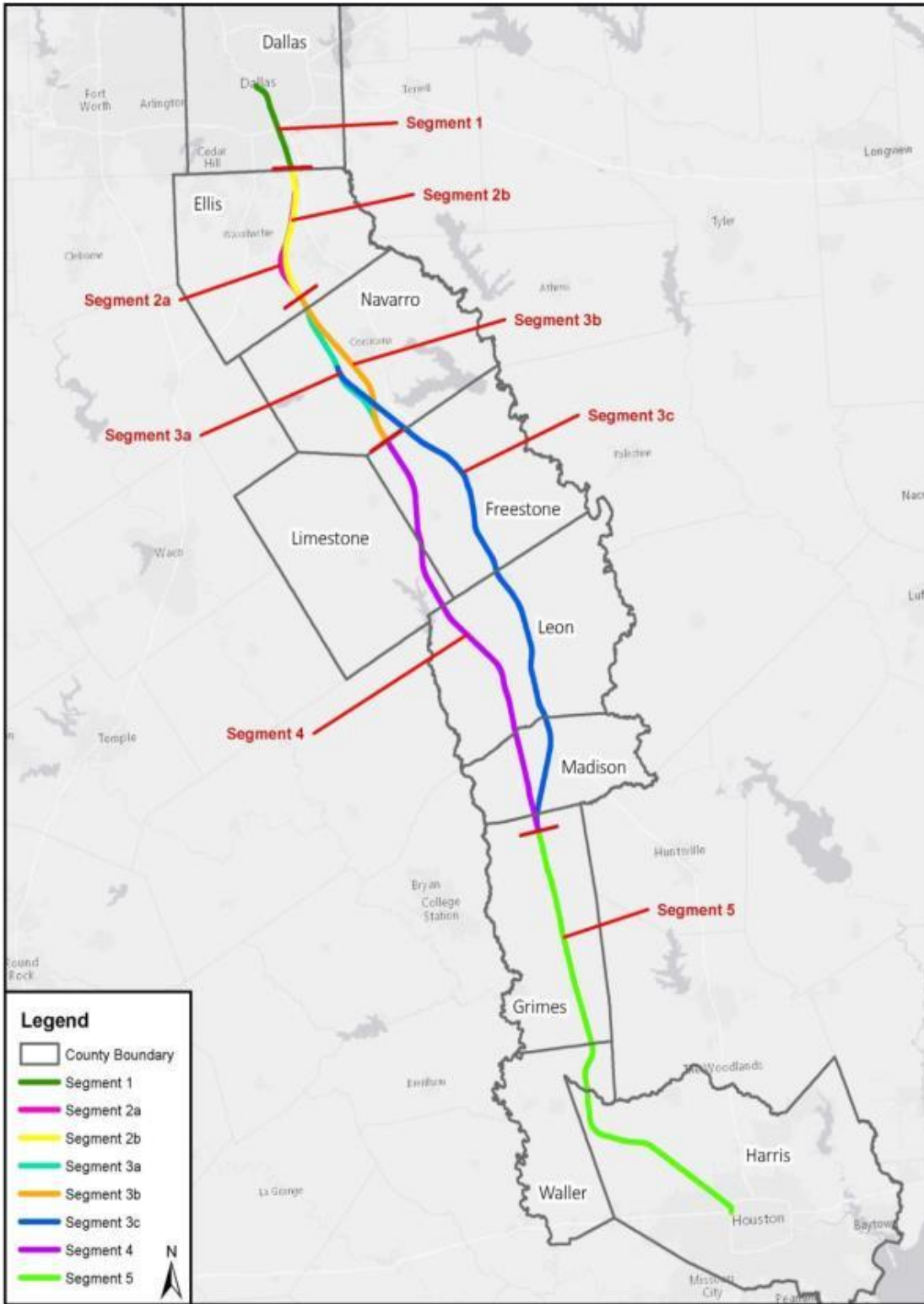


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Phil Cross, THPO  
Caddo Nation of Oklahoma  
P.O. Box 487  
Binger, OK 73009

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Cross,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Caddo Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

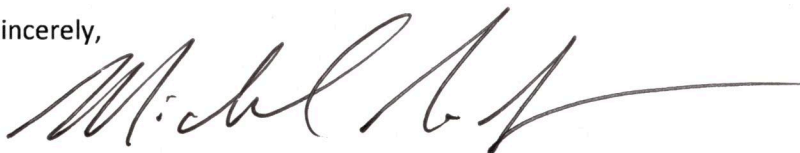
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

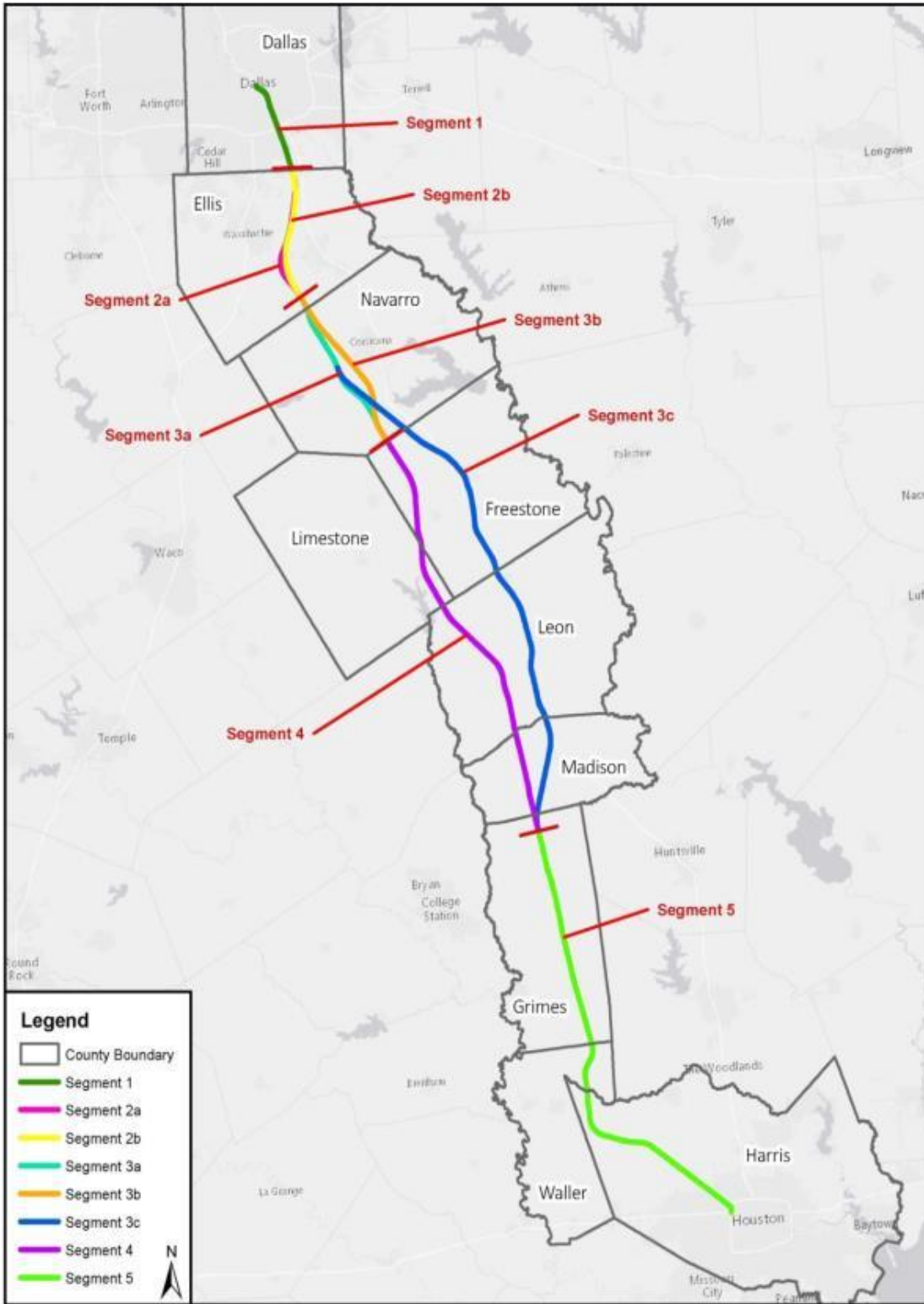


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Michael Attocknie, Tribal Administrator  
Caddo Nation of Oklahoma  
P.O. Box 487  
Binger, OK 73009

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Attocknie,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Caddo Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

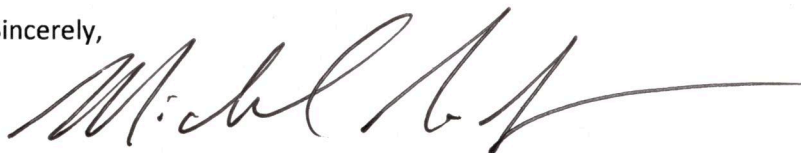
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

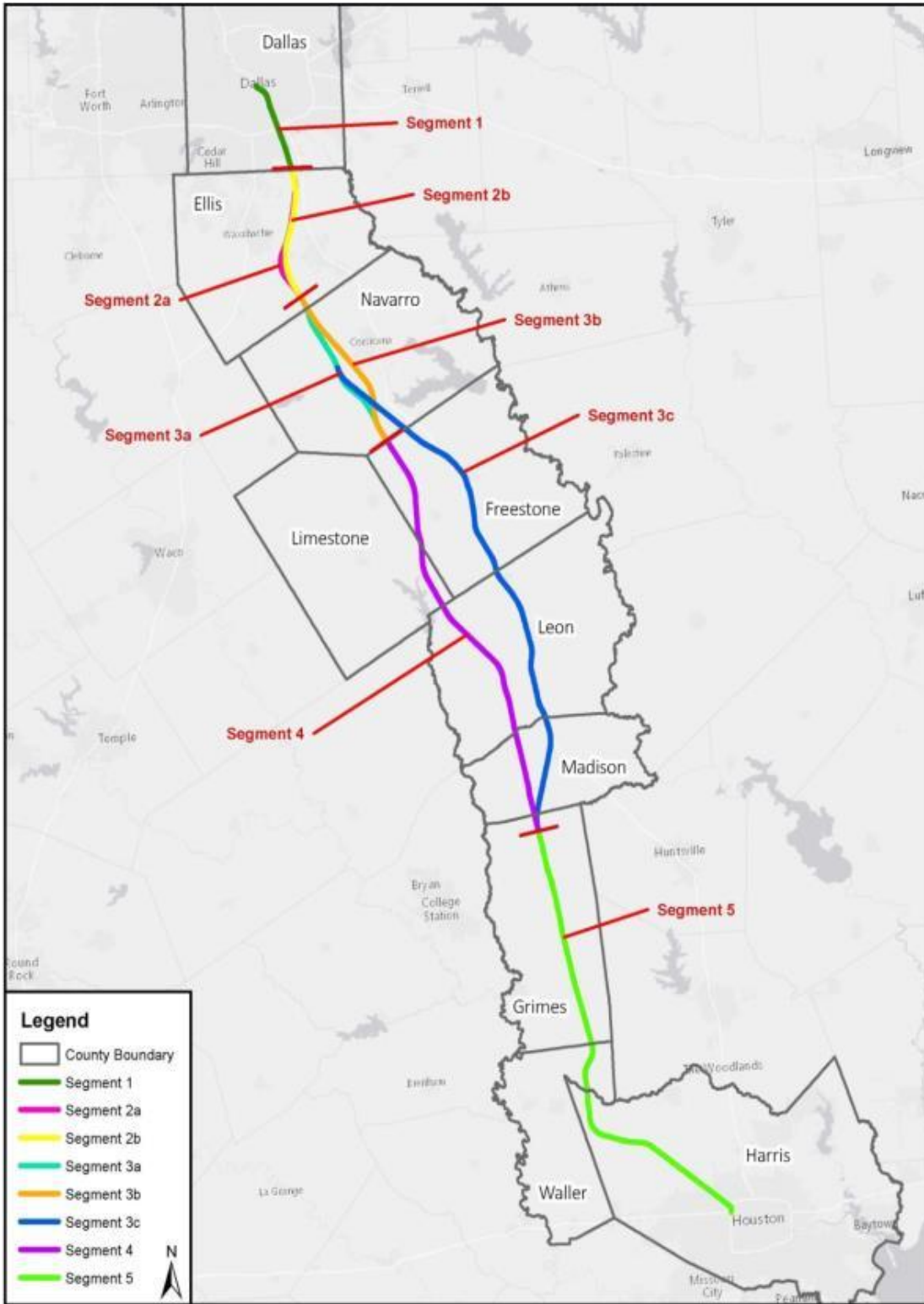


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Bill John Baker, Principal Chief  
Cherokee Nation of Oklahoma  
P.O. Box 948  
Tahlequah, OK 74465

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Baker,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Cherokee Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

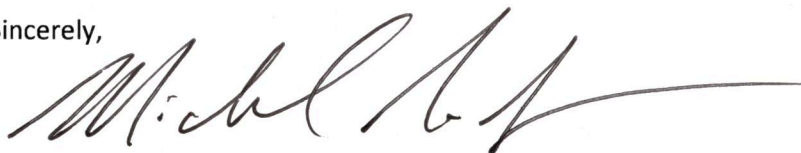
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

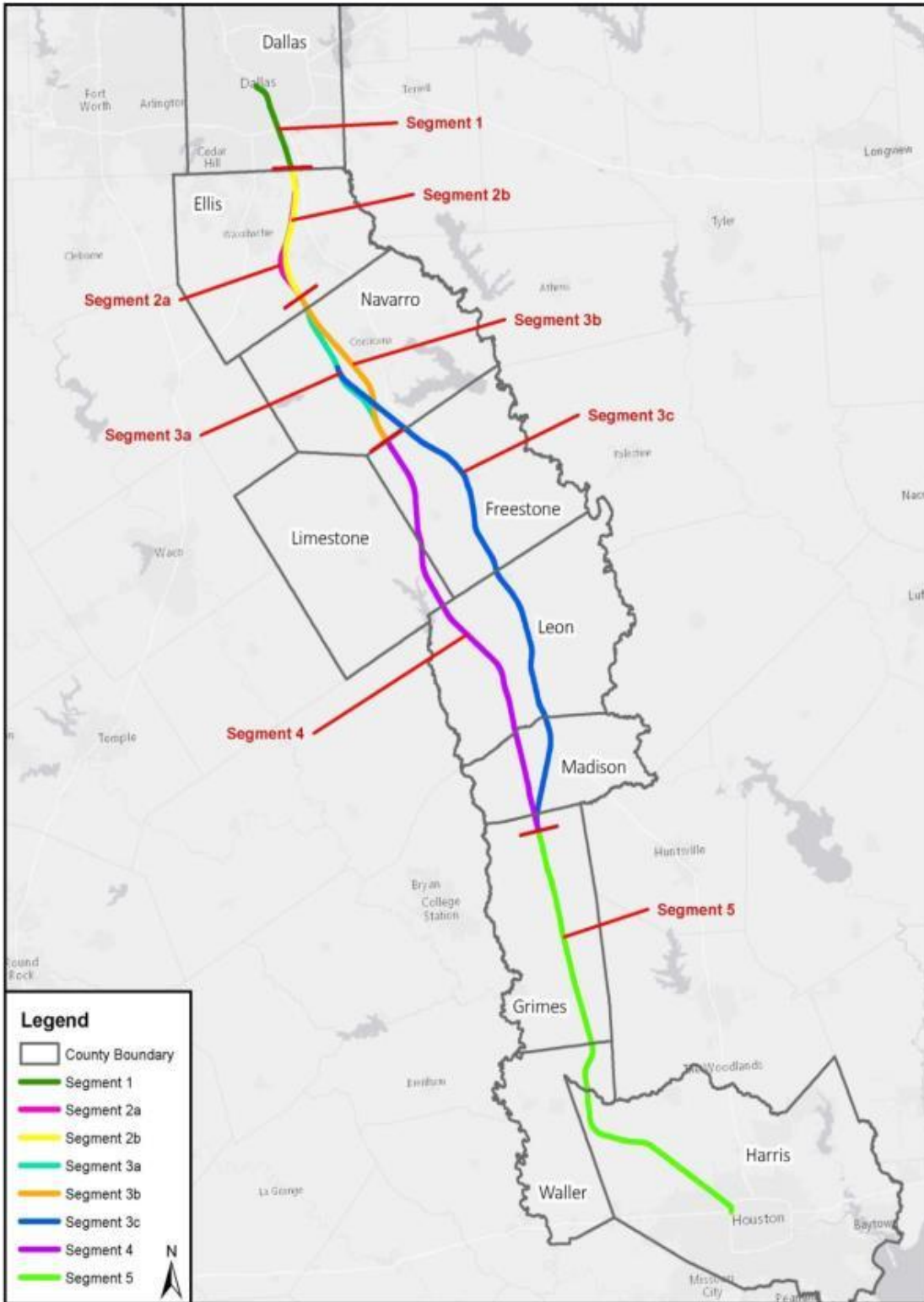


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Bary Batton, Chief  
Choctaw Nation of Oklahoma  
P.O. Drawer 1210  
Durant, OK 74702

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Batton,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Choctaw Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

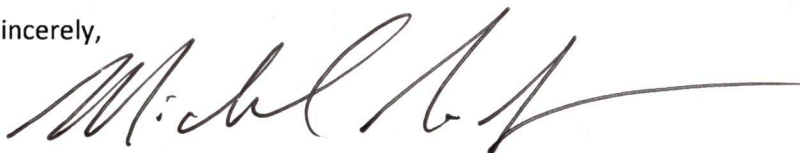
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

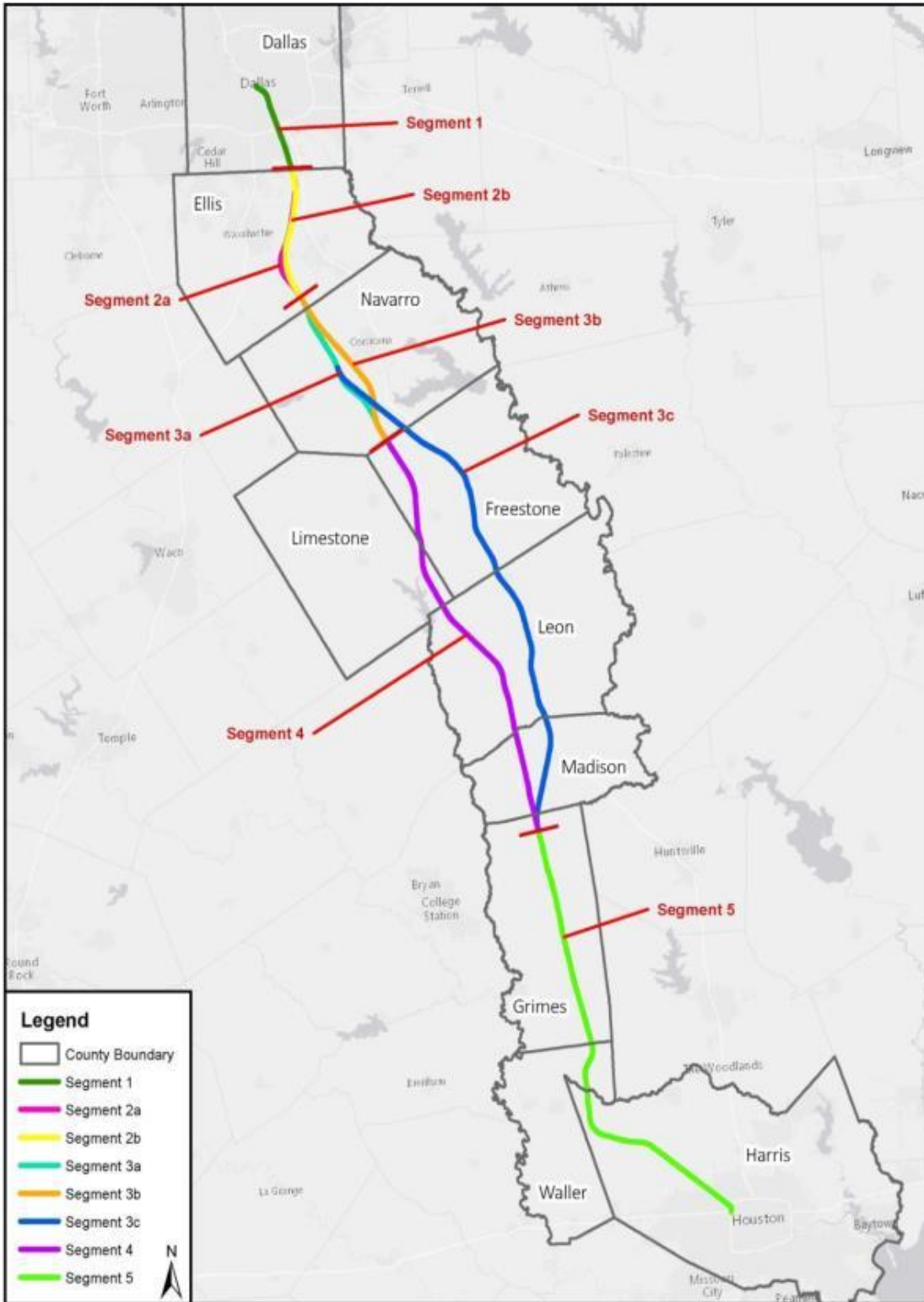


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Dr. Ian Thompson, THPO  
Choctaw Nation of Oklahoma  
P.O. Drawer 1210  
Durant, OK 74702

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Dr. Thompson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Choctaw Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

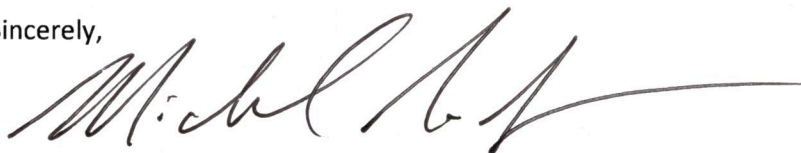
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

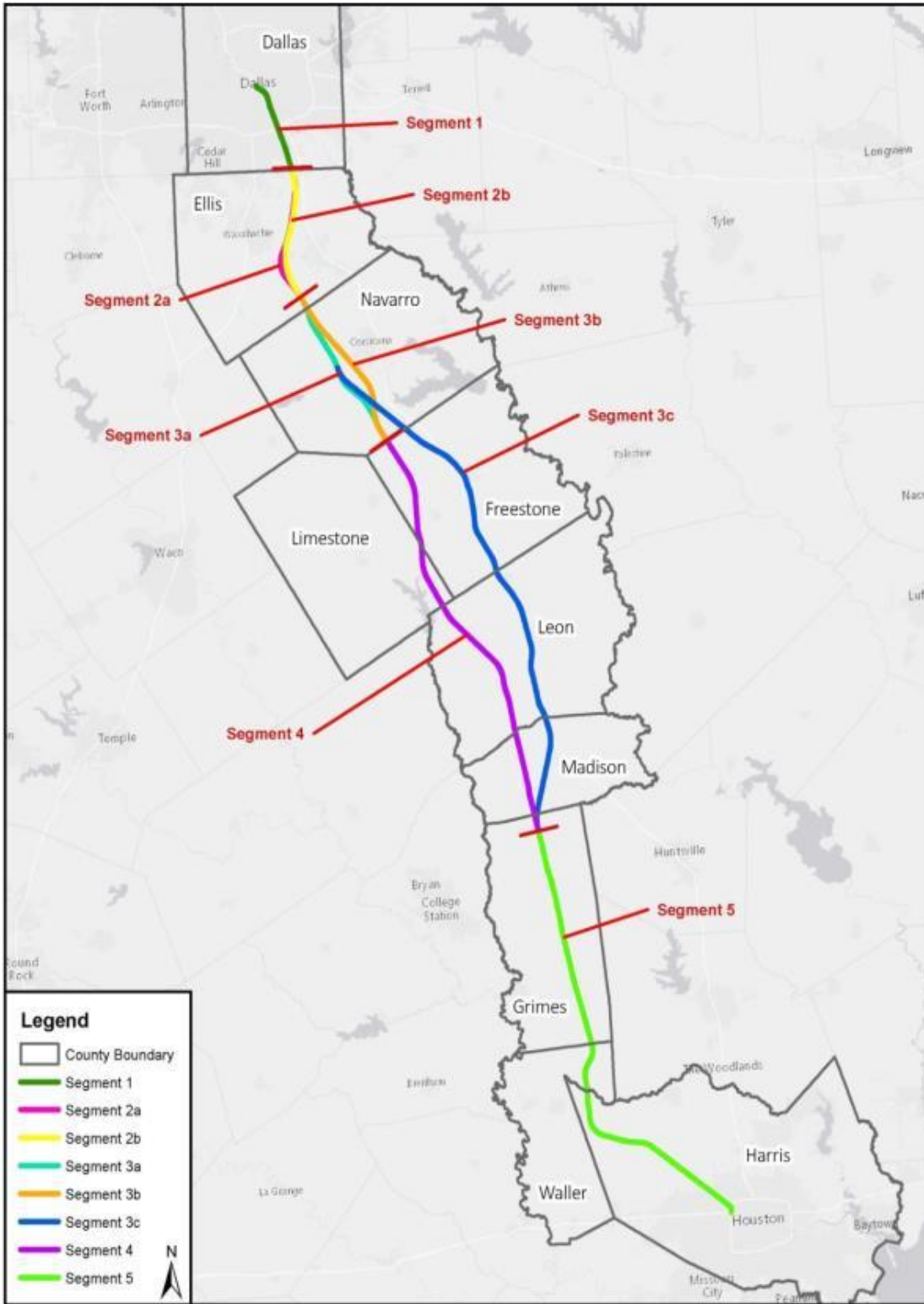


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Willie Nelson, Chairman  
Comanche Nation of Oklahoma  
P.O. Box 908  
Lawton, OK 73502

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Nelson,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Comanche Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
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Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

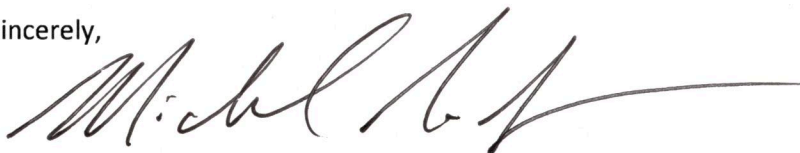
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

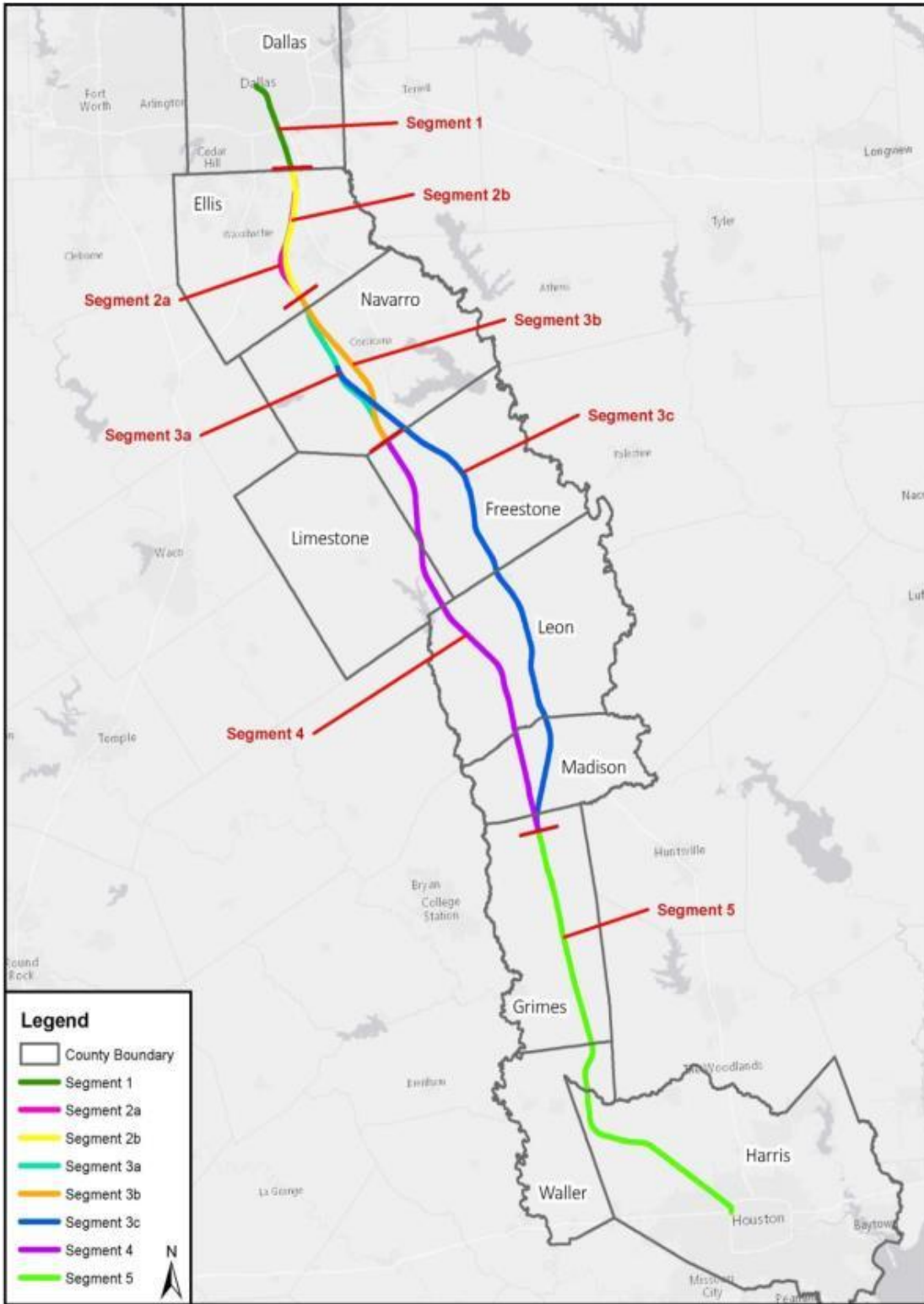


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Susan Nahwoosky  
Comanche Nation of Oklahoma  
P.O. Box 908  
Lawton, OK 73502

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Nahwoosky,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Comanche Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

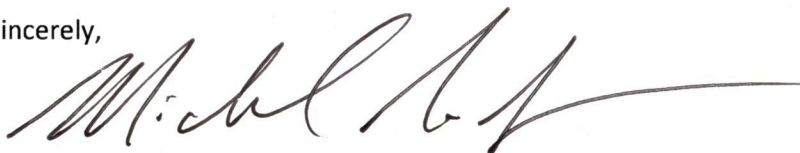
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
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- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

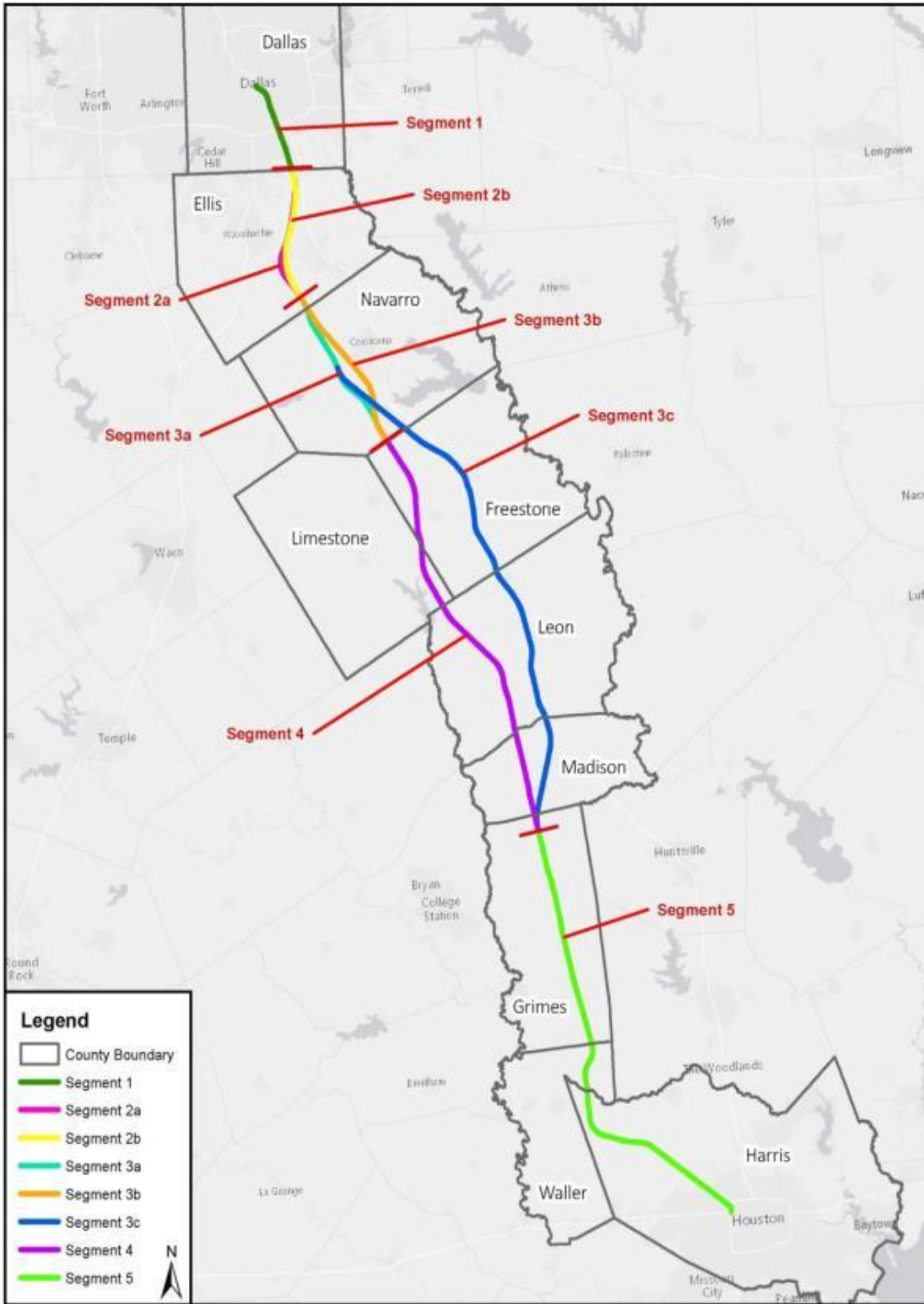


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Lovelin Poncho, Chairman  
Coushatta Tribe of Louisiana  
P.O. Box 818  
Elton, LA 70532

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Lovelin Poncho, Chairman

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Coushatta Tribe of Louisiana regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

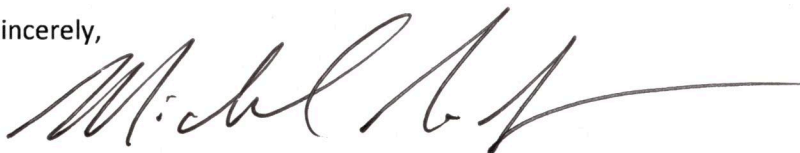
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

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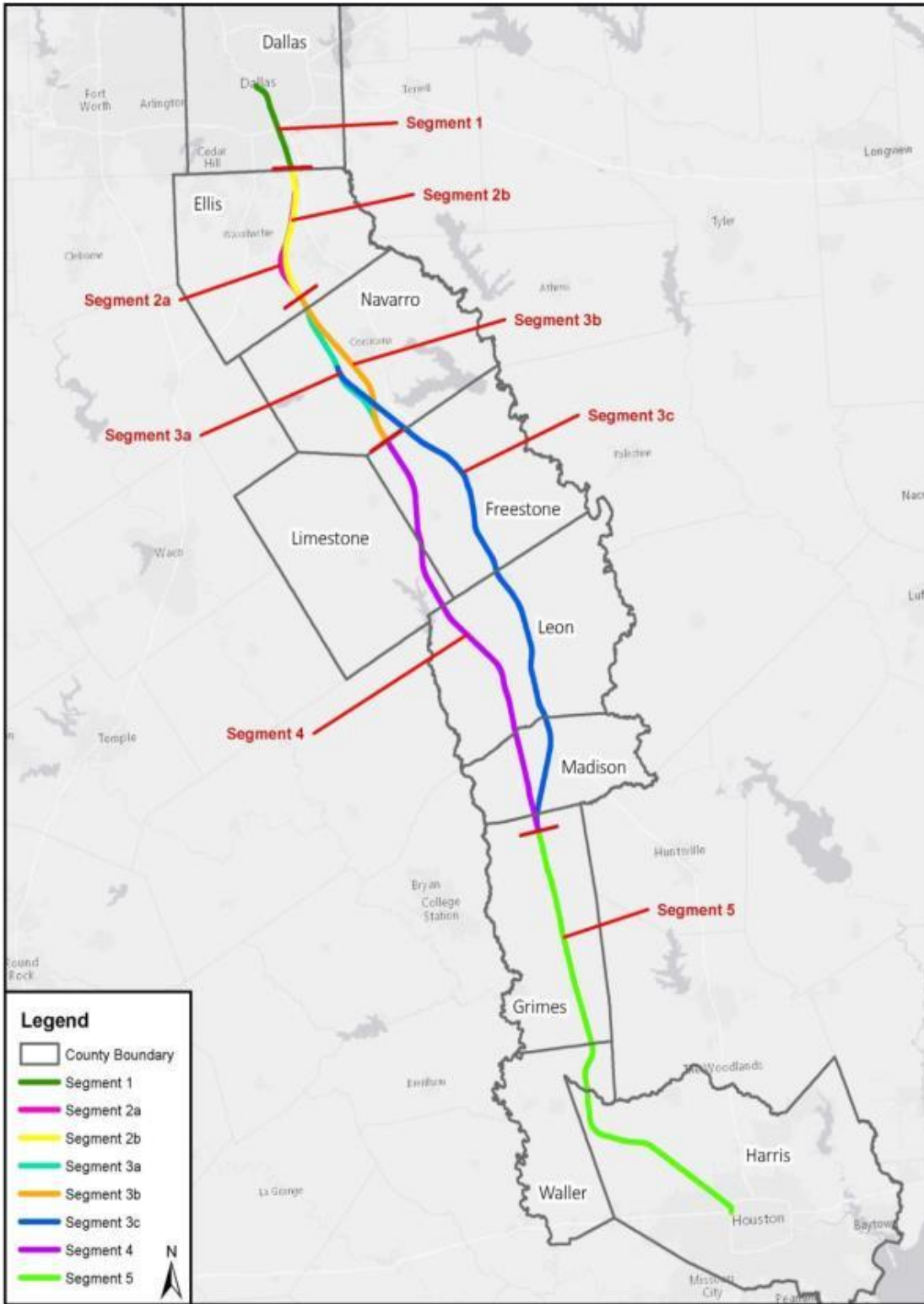


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Linda Langley, THPO  
Coushatta Tribe of Louisiana  
P.O. Box 818  
Elton, LA 70532

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Langley,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Coushatta Tribe of Louisiana regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

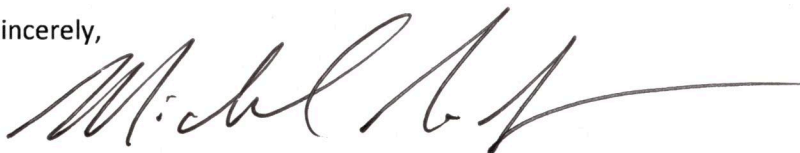
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

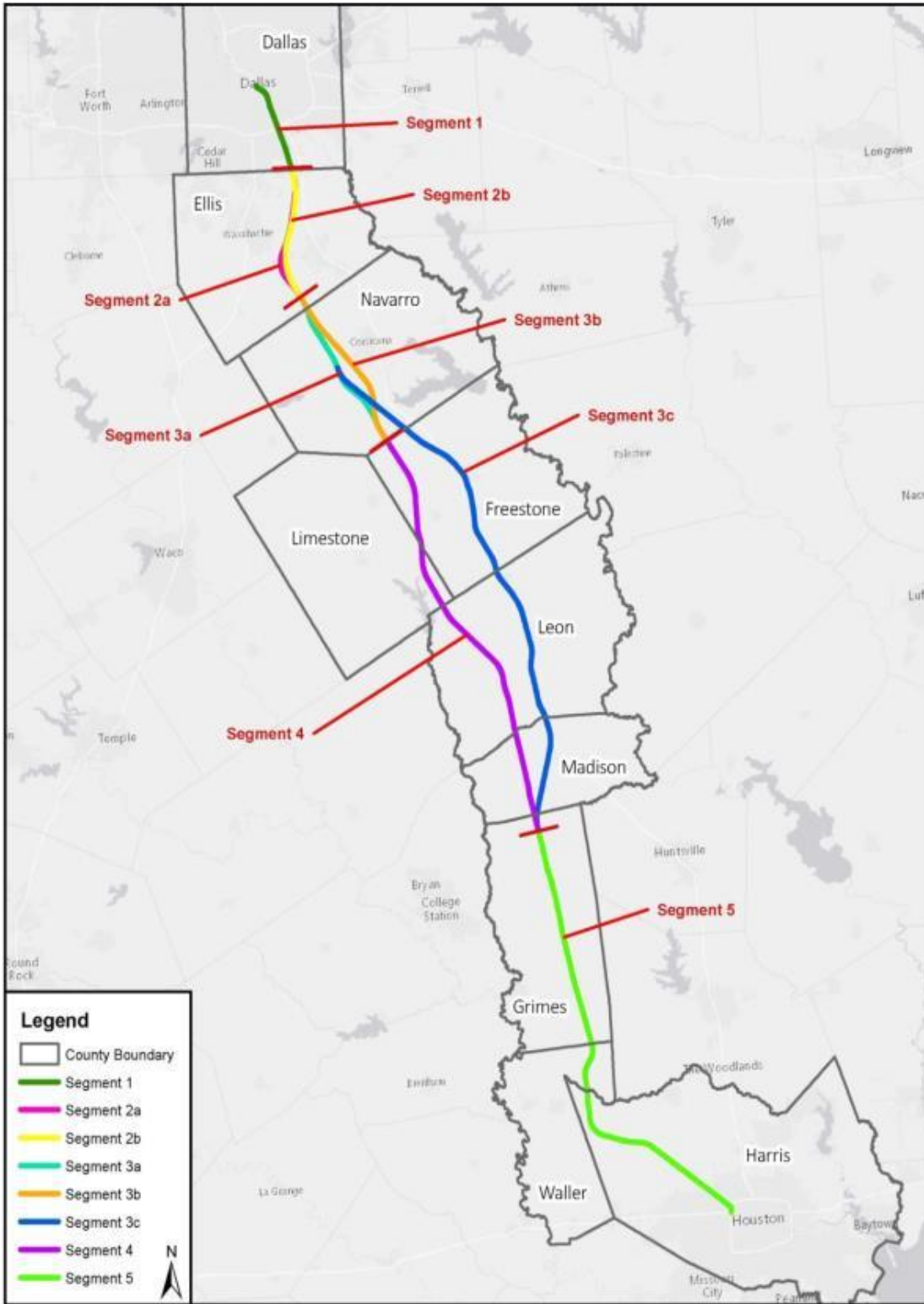


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Kerry Holton, President  
The Delaware Nation  
P.O. Box 825  
Anadarko, OK 73005

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Holton,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Delaware Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

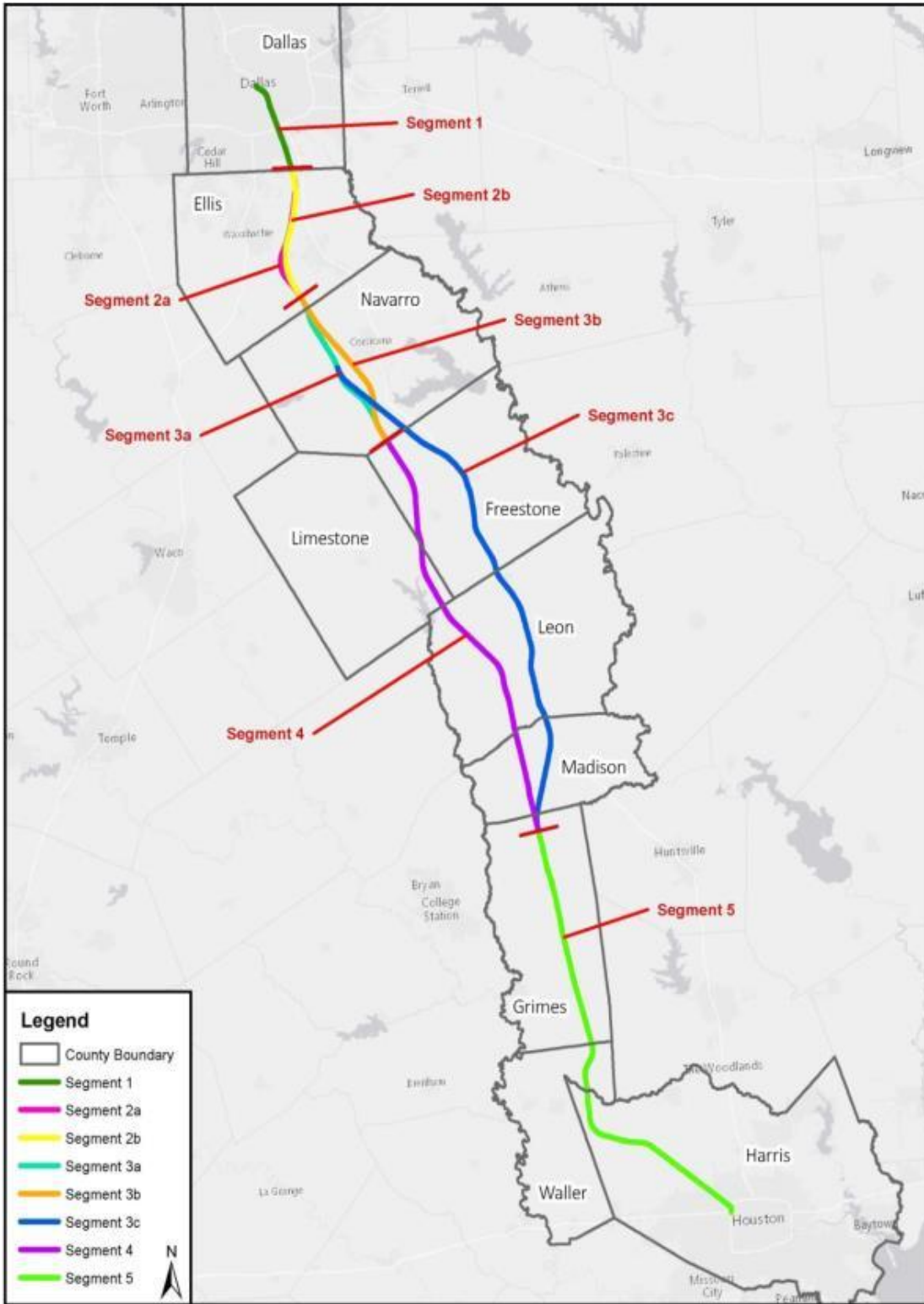


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Wainwright Velarde, President  
Jicarilla Apache Nation  
P.O. Box 507  
Dulce, NM 87528

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Velarde,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Jicarilla Apache Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

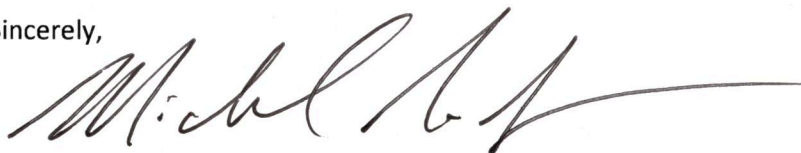
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

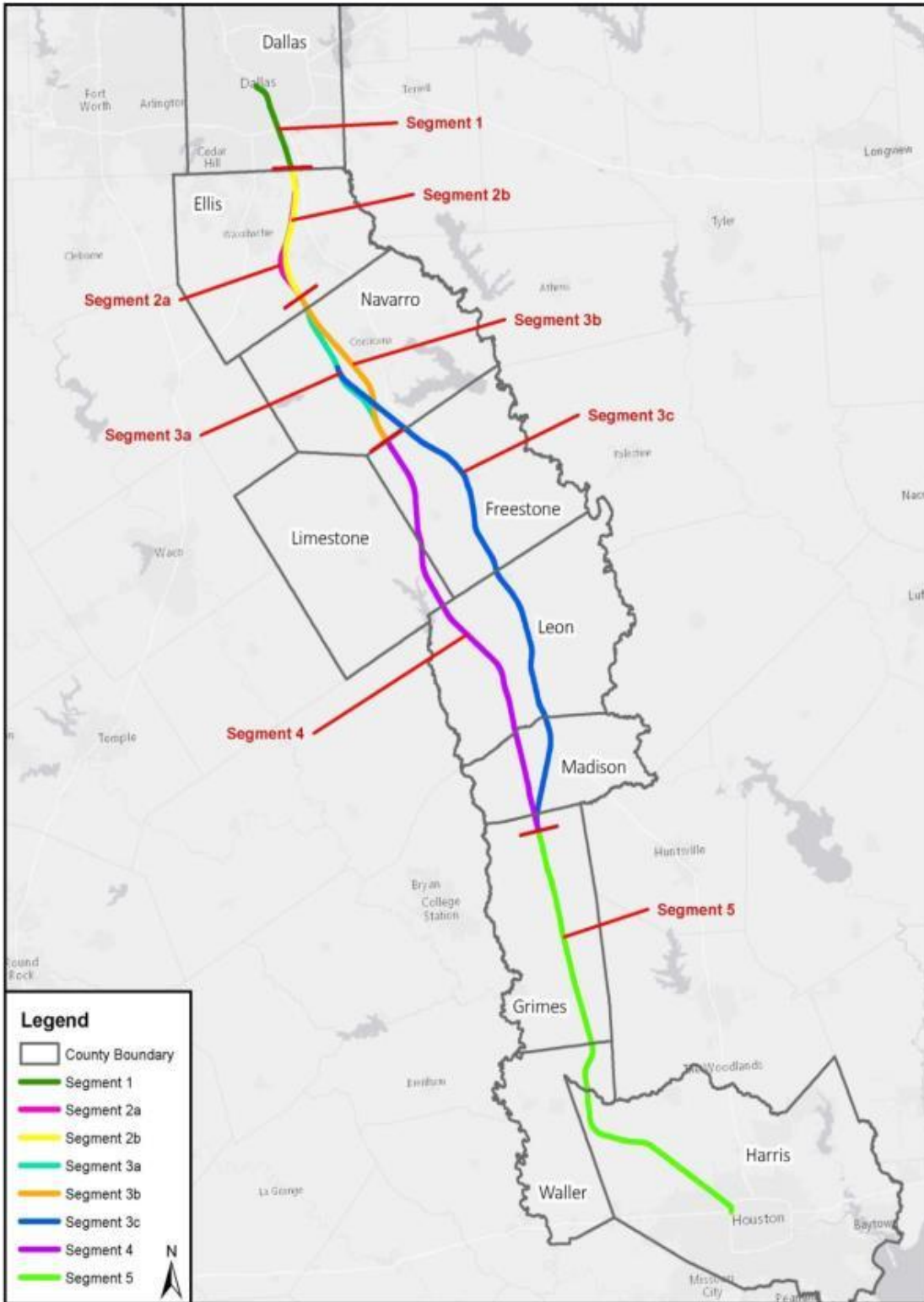


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Jeffrey Blythe, THPO  
Jicarilla Apache Nation  
P.O. Box 507  
Dulce, NM 87528

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Blythe,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Jicarilla Apache Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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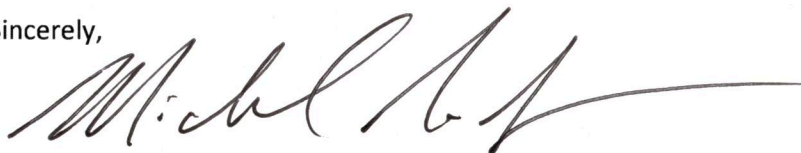
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Supervisory Environmental Protection Specialist  
Federal Railroad Administration

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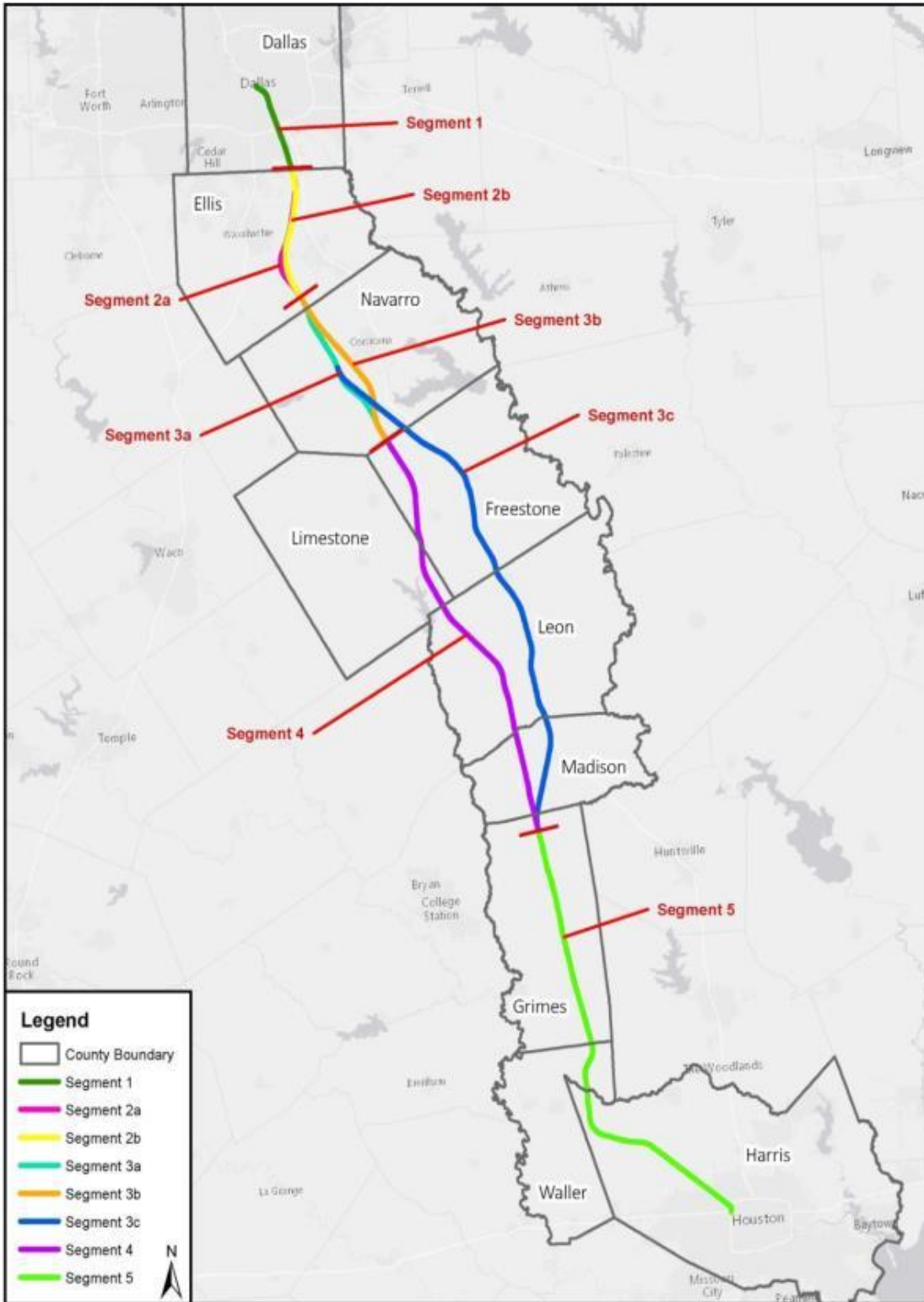


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Mekko-Tiger Hobia  
Kialegee Tribal Town  
P.O. Box 332  
Wetumka, OK 74883

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Hobia

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Kialegee Tribal Town regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
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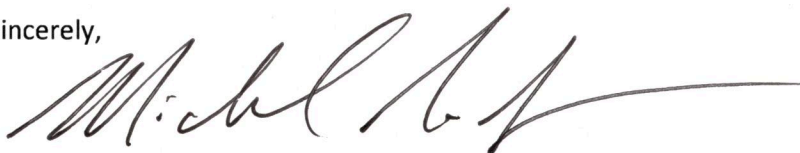
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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

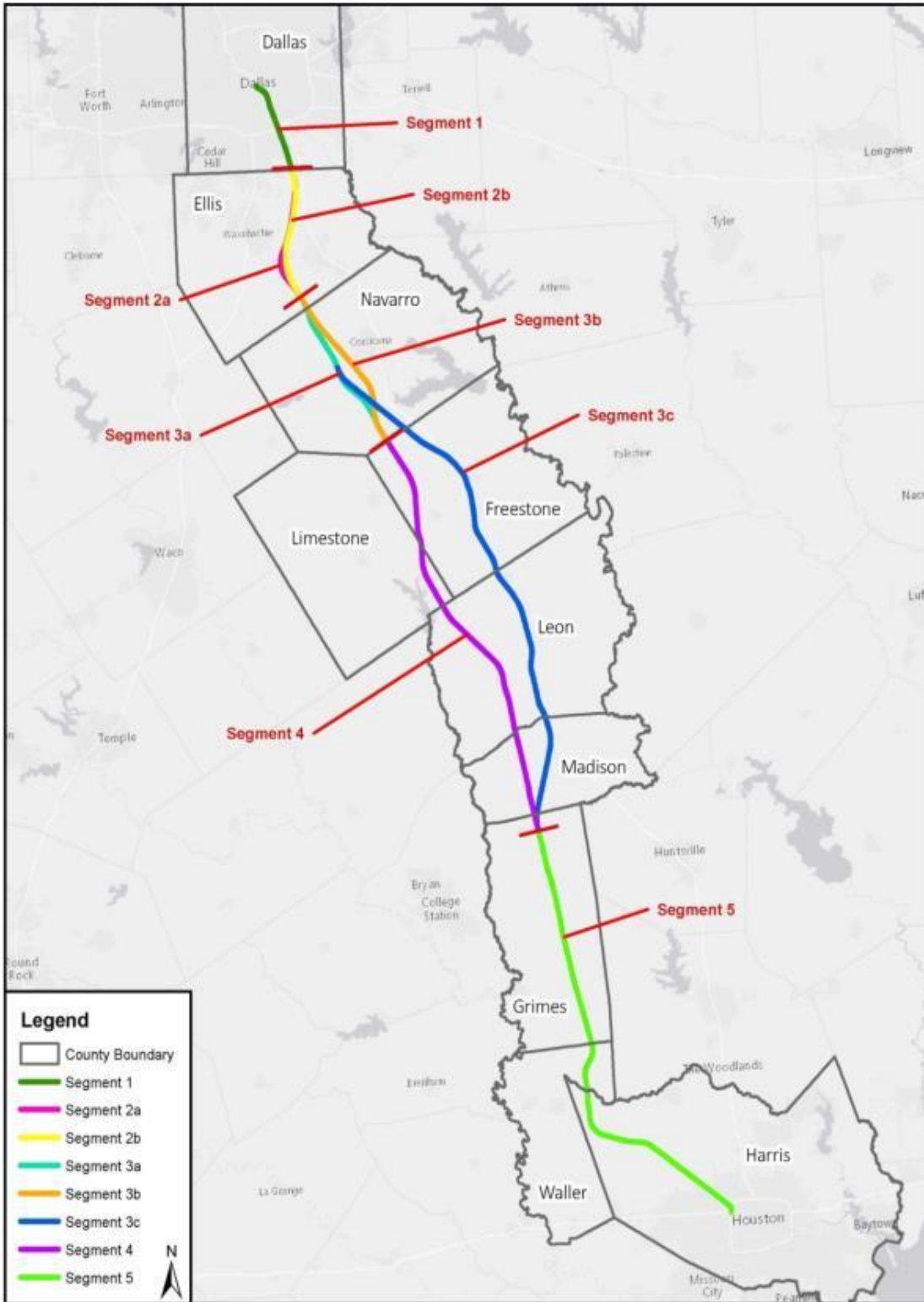


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. David Pacheco, Chairperson  
Kickapoo Tribe of Oklahoma  
P.O. Box 70  
McLoud, OK 74851

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Pacheco,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Kickapoo Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

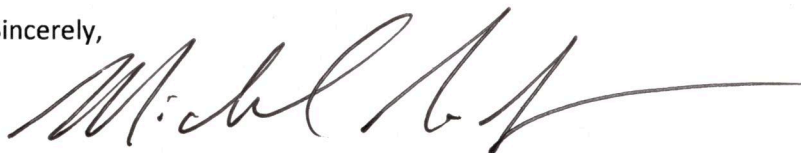
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

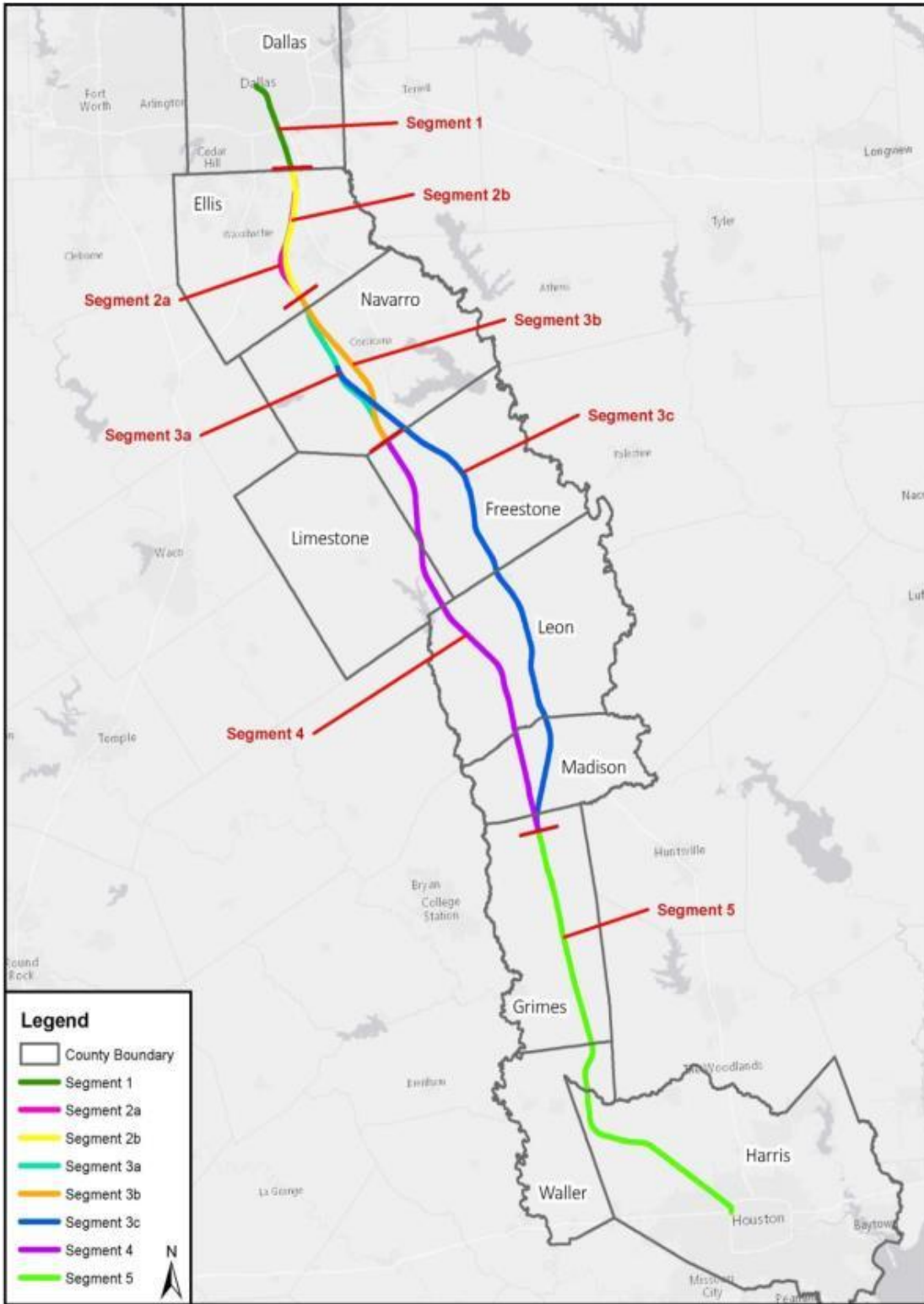


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Estavio Elizondo, Chairperson  
Kickapoo Traditional Tribe of Texas  
2212 Rosita Valley Road  
Eagle Pass, TX 78852

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Elizondo,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Kickapoo Traditional Tribe of Texas regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

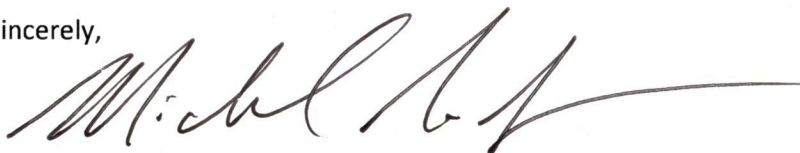
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

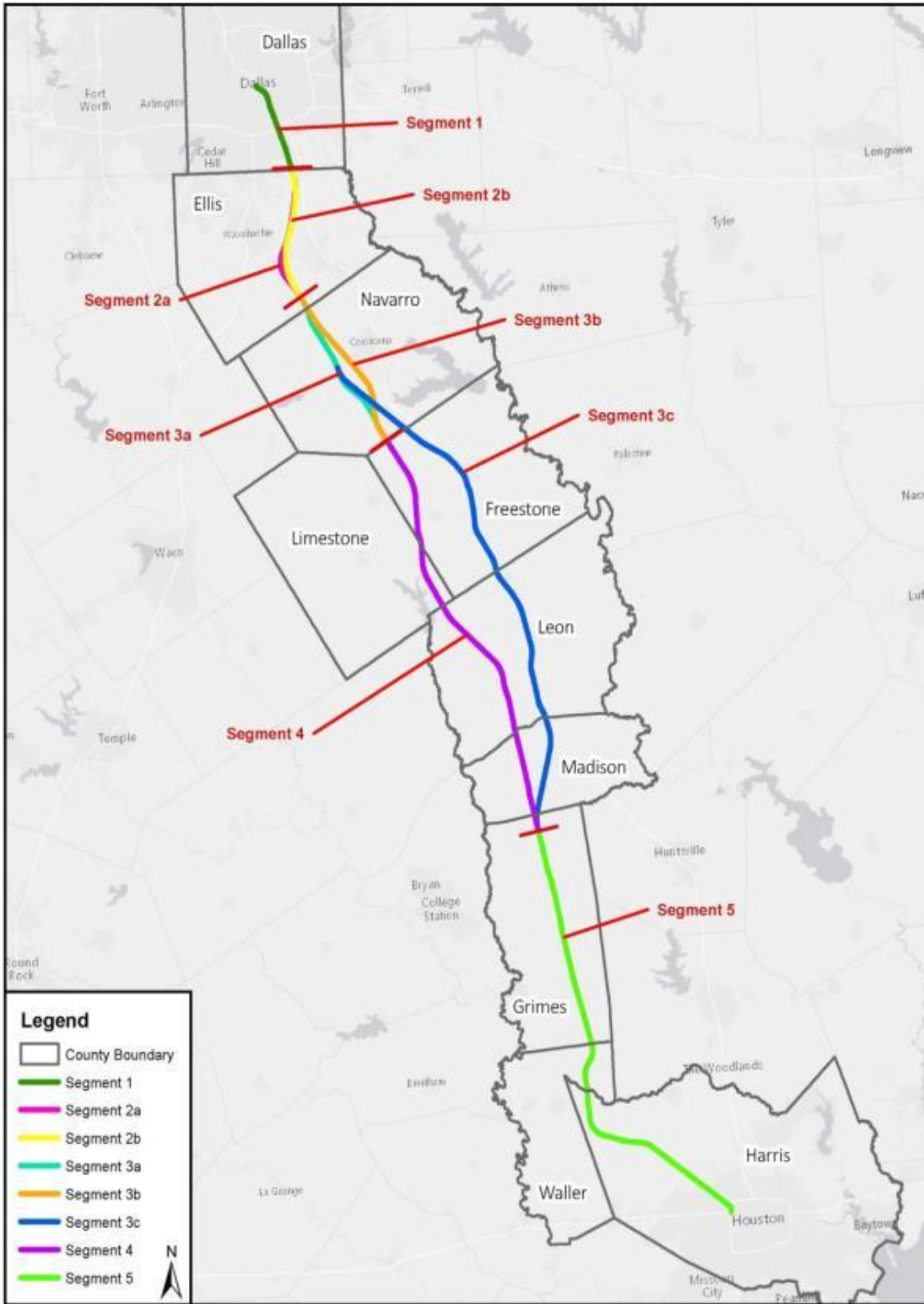


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Matthew Komalty, Chairperson  
Kiowa Tribe of Oklahoma  
P.O. Box 369  
Carnegie, OK 73015

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Komalty,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Kiowa Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

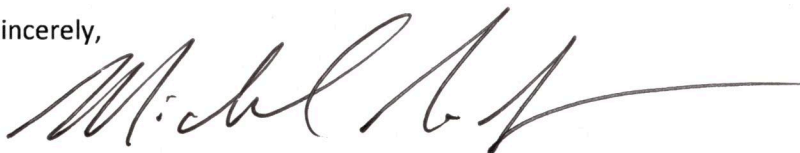
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- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map



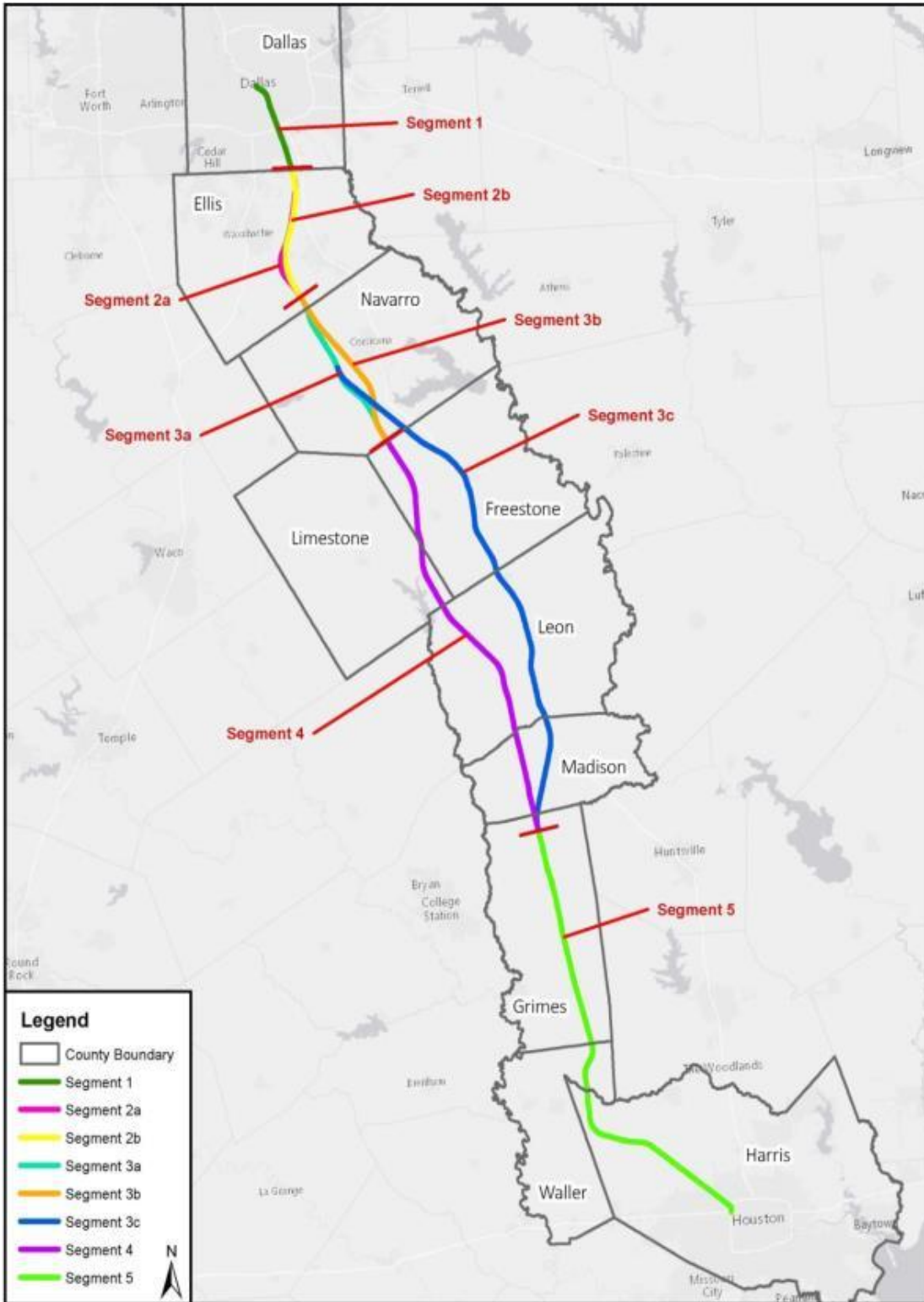


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Danny H. Breuninger, Sr., President  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, NM 88340

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Breuninger, Sr.,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Mescalero Apache Tribe regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

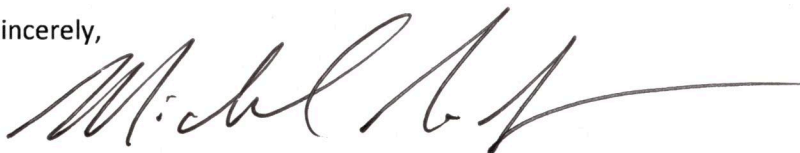
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

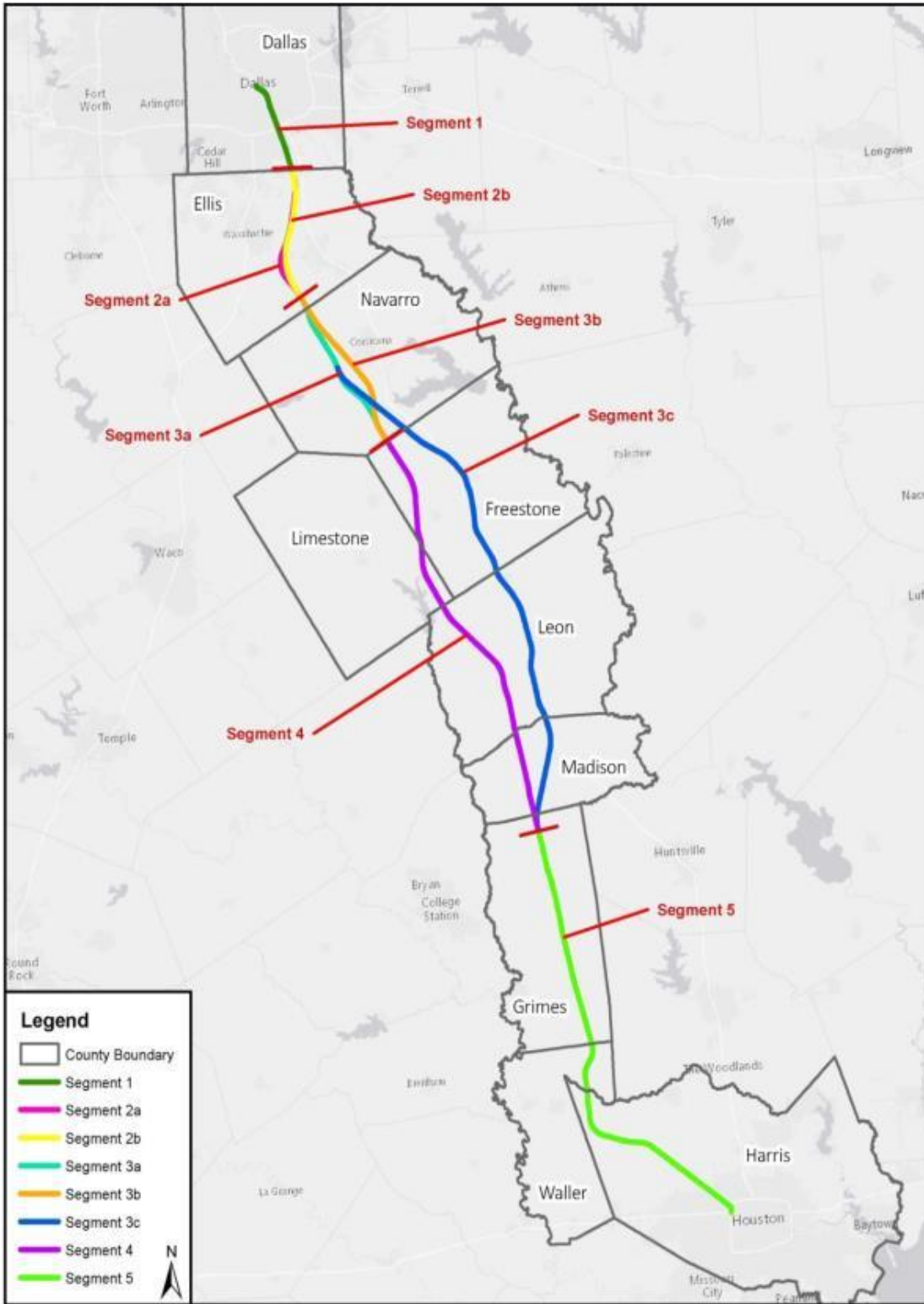


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Holly Houghten, THPO  
Mescalero Apache Tribe  
P.O. Box 227  
Mescalero, NM 88340

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Houghten,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Mescalero Apache Tribe regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

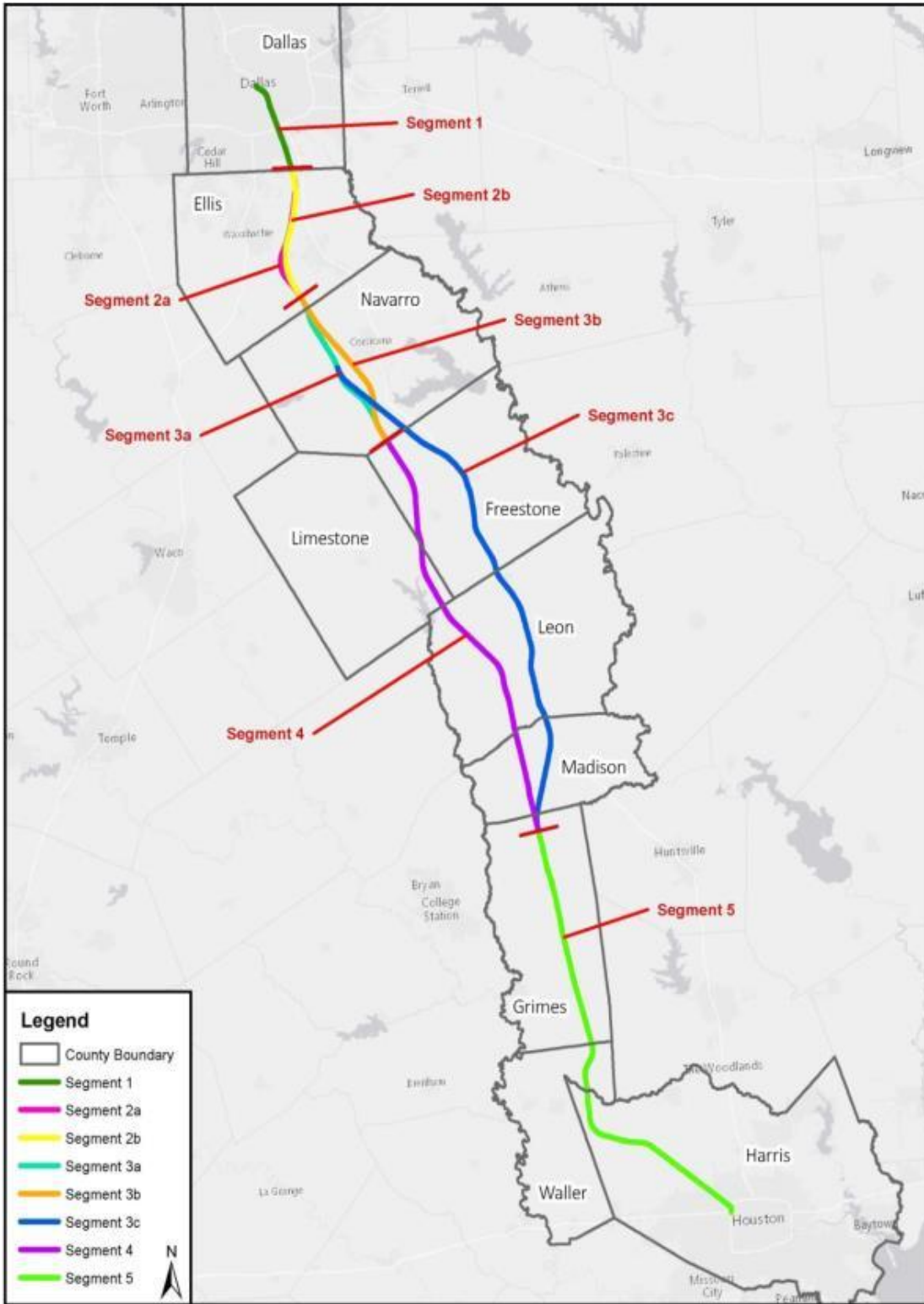


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. James Floyd, Principal Chief  
Muscogee (Creek) Nation  
P.O. Box 580  
Okmulgee, OK 74447

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Floyd,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Muscogee (Creek) Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

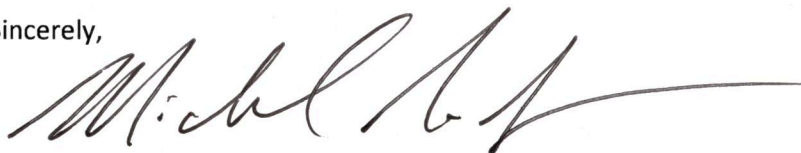
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

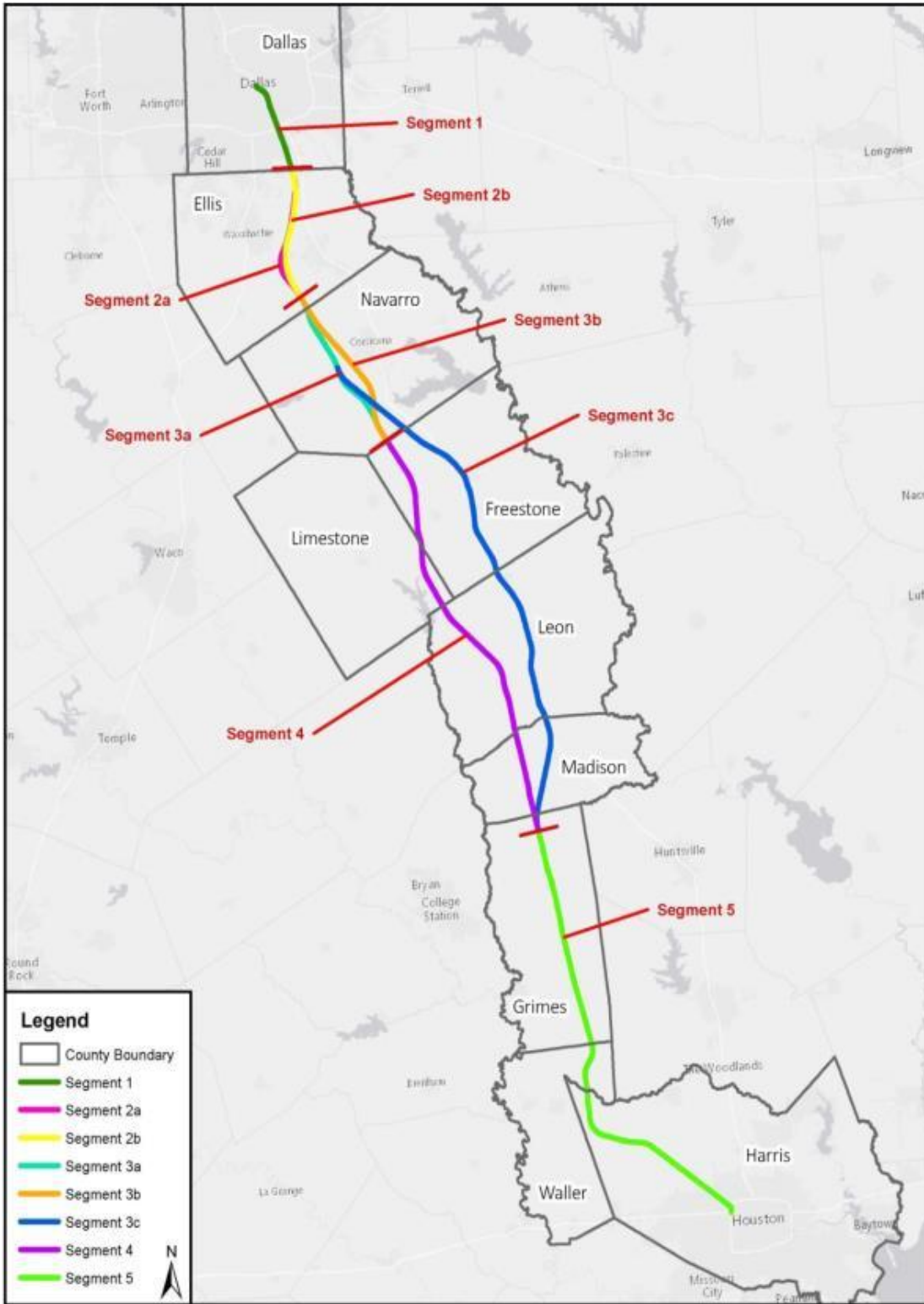


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Corain Lowe-Zepeda, THPO  
Muscogee (Creek) Nation  
P.O. Box 580  
Okmulgee, OK 74447

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Lowe-Zepeda,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Muscogee (Creek) Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

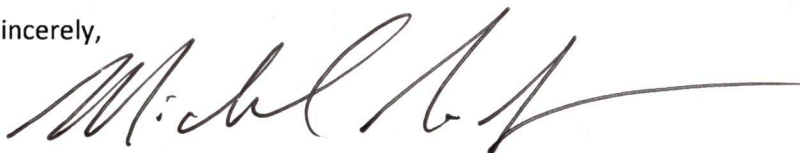
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

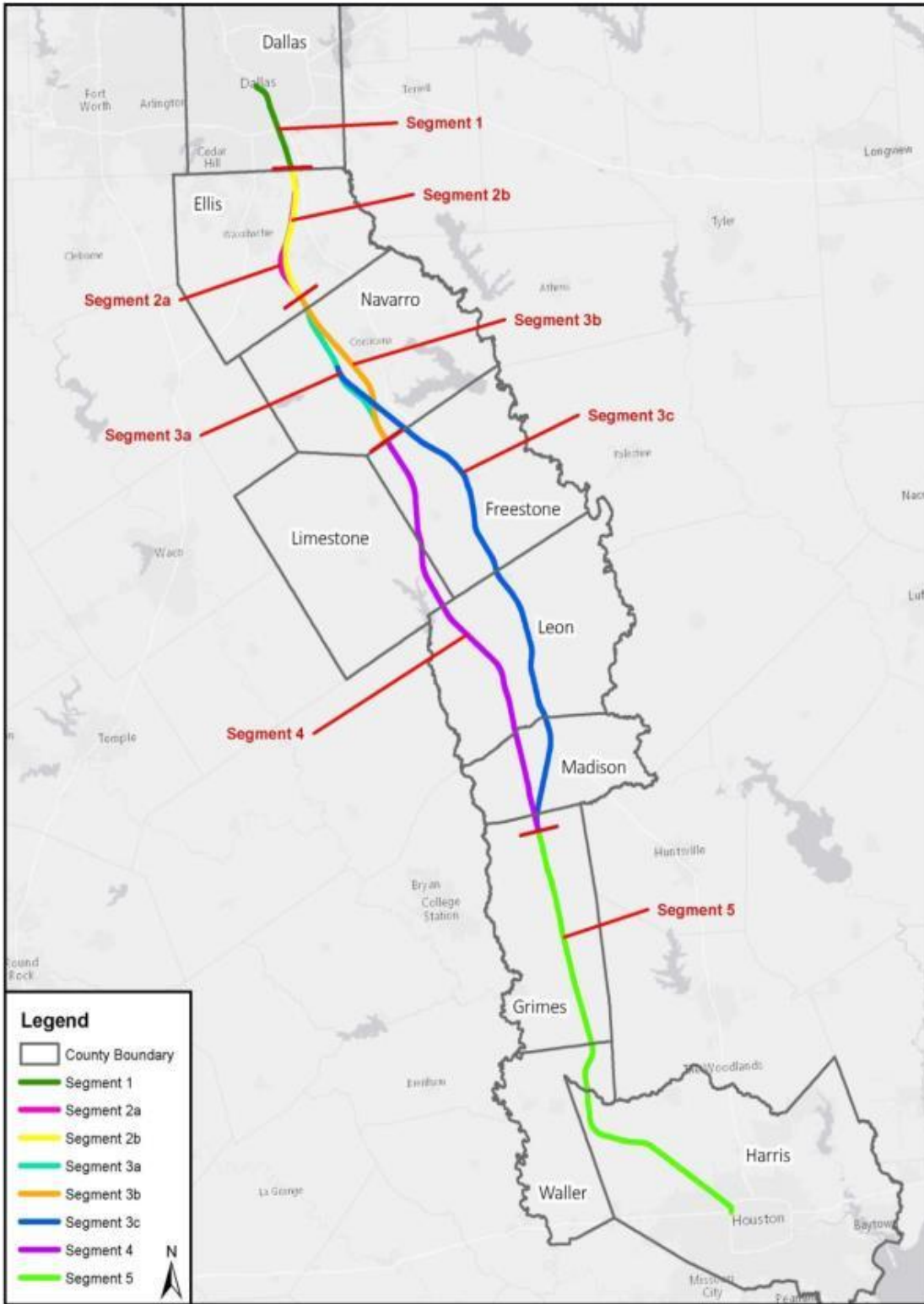


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Geoffrey Standingbear, Principal Chief  
Osage Nation  
P.O. Box 779  
Pawhuska, OK 74056

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Standingbear,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Osage Nation regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

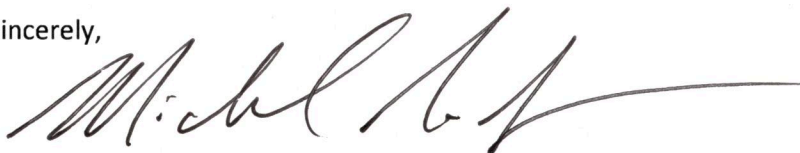
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

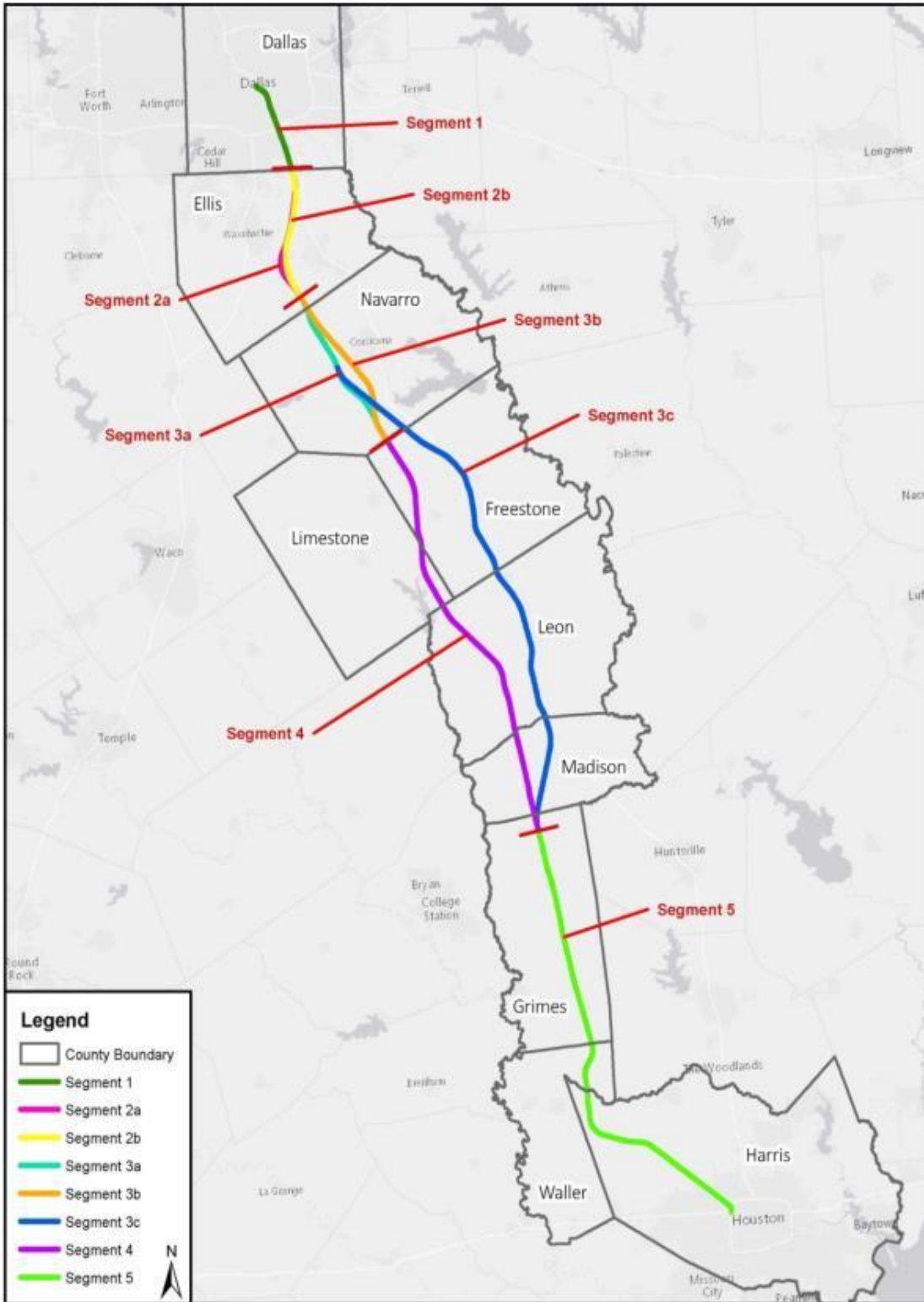


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Stephanie Bryan, Chairman  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Bryan,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Poarch Band of Creek Indians regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

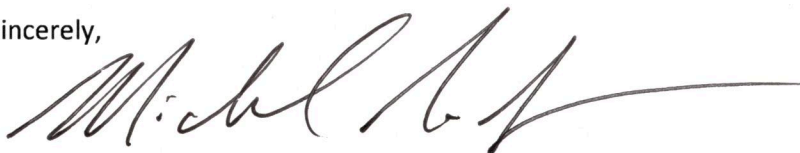
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FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

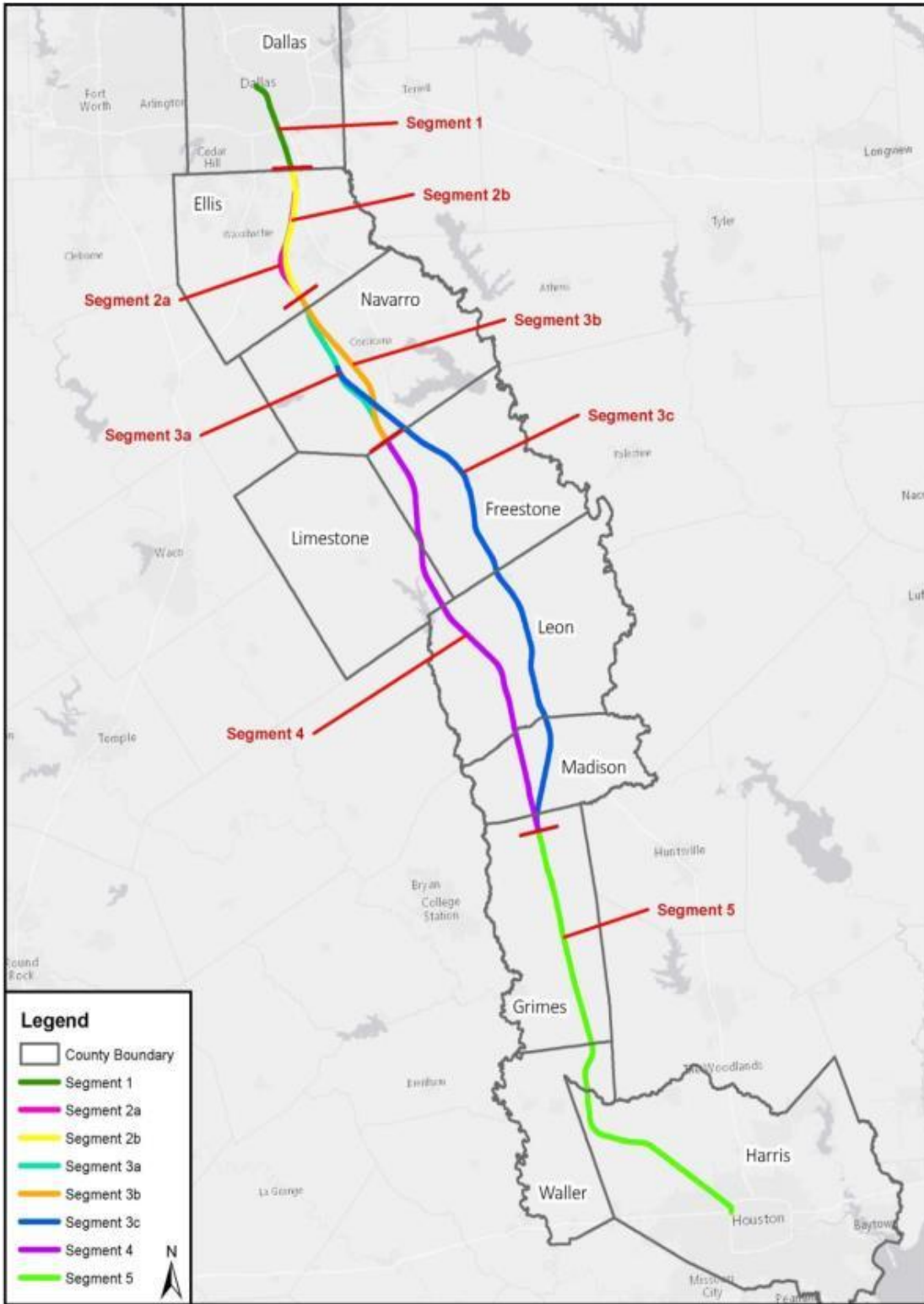


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department of Transportation

**Federal Railroad Administration**

January 25, 2018

Mr. Robert Thrower, THPO  
Poarch Band of Creek Indians  
5811 Jack Springs Road  
Atmore, AL 36502

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Thrower,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Poarch Band of Creek Indians regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

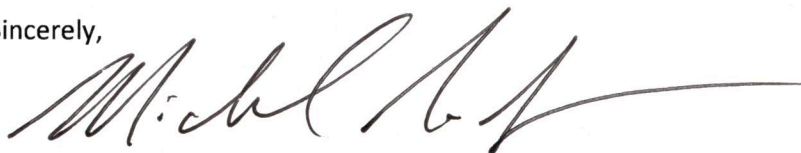
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

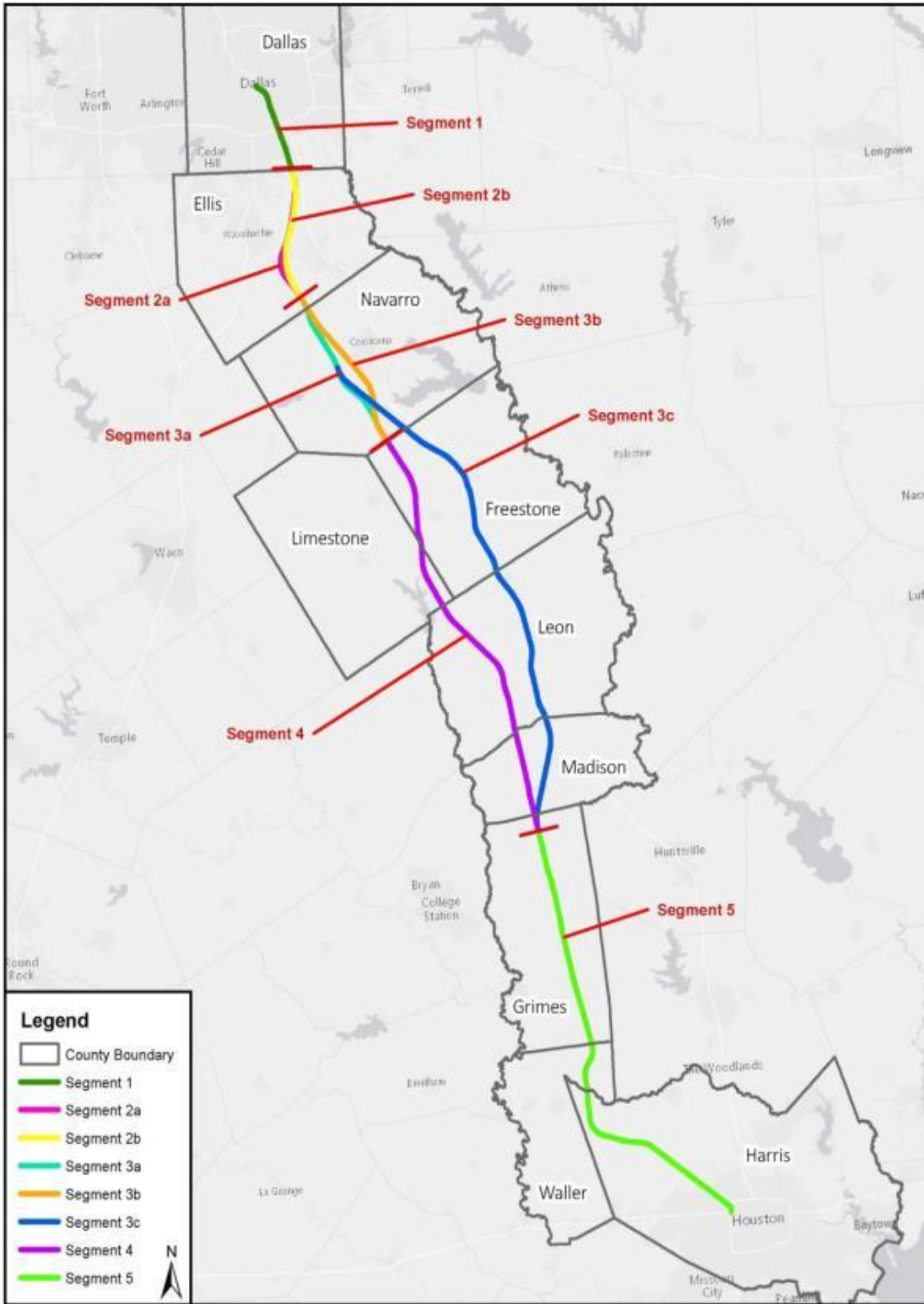


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. John L. Berrey, Chairman  
Quapaw Tribe of Oklahoma  
P.O. Box 765  
Quapaw, OK 74363

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Berrey,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Quapaw Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

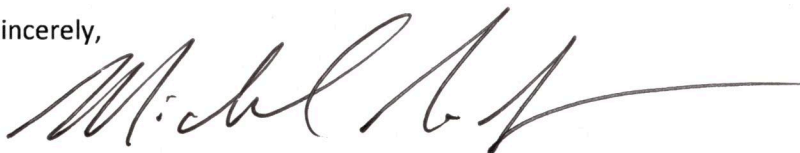
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map



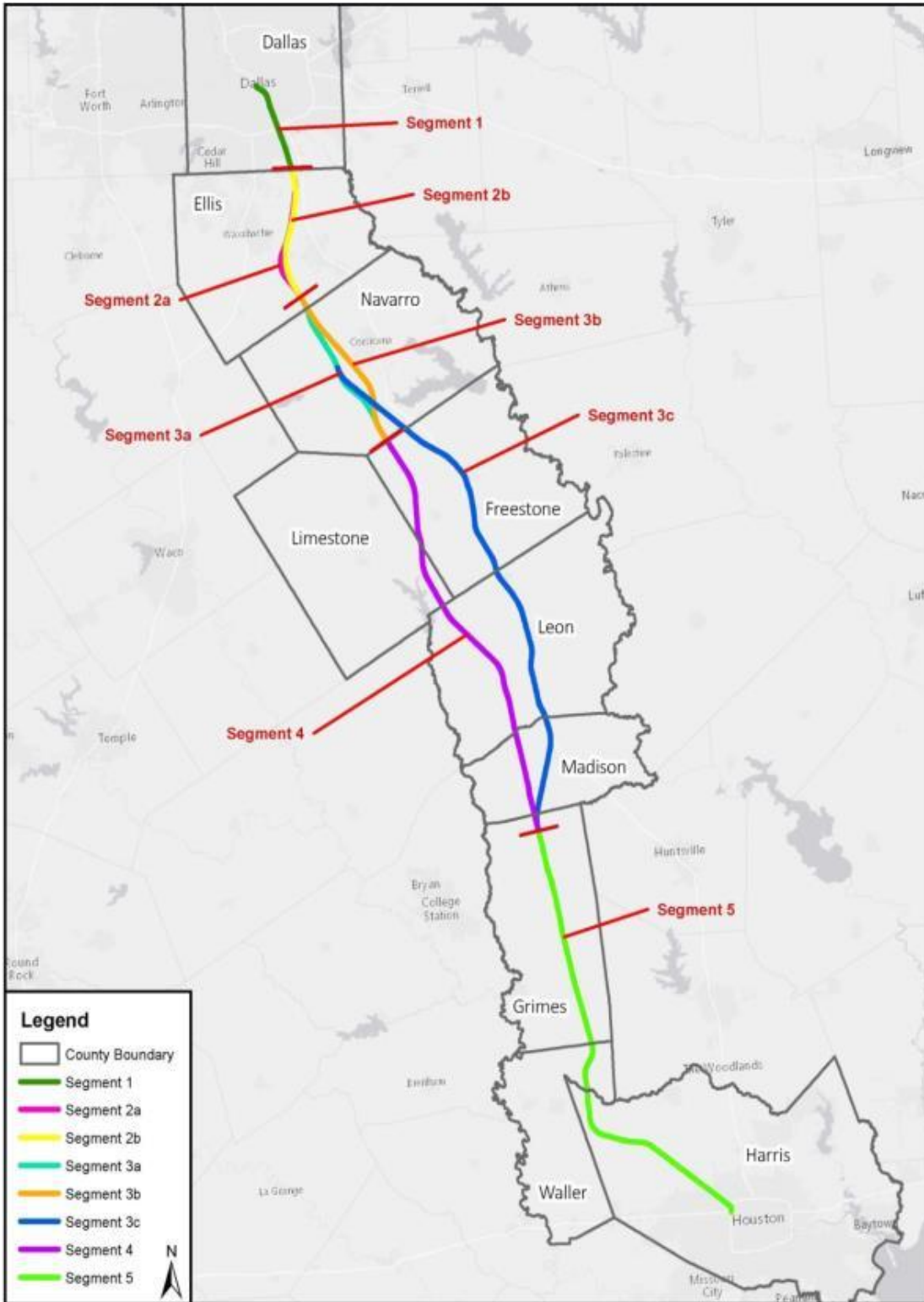


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018

Mr. Everett Bandy, THPO  
Quapaw Tribe of Oklahoma  
P.O. Box 765  
Quapaw, OK 74363

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Bandy,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Quapaw Tribe of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
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Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

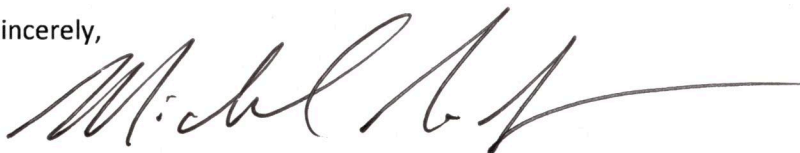
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

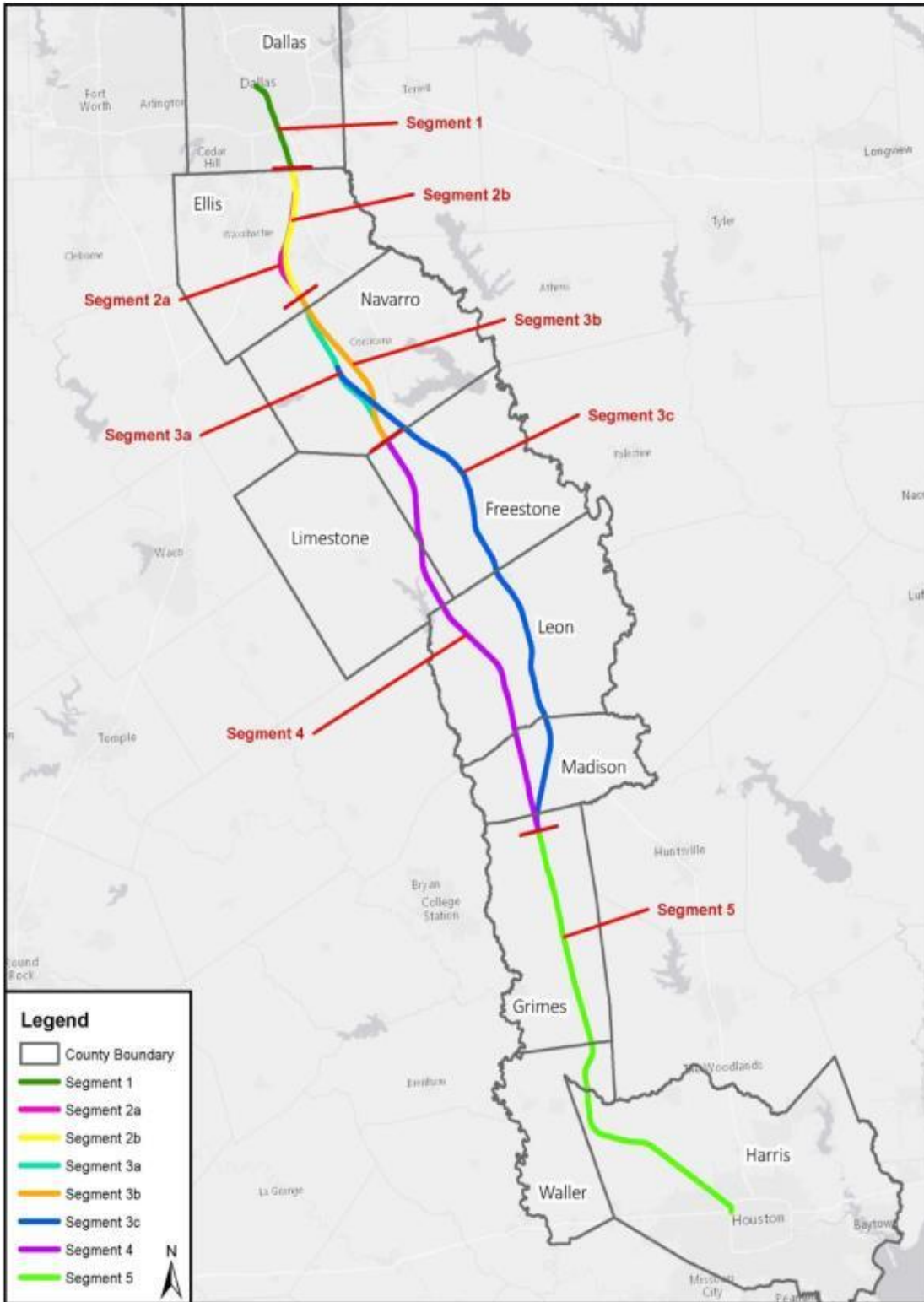


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Leonard M. Harjo, Principal Chief  
Seminole Nation of Oklahoma  
P.O. Box 1498  
Wewoka, OK 74884

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Harjo,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Seminole Nation of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
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The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

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- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

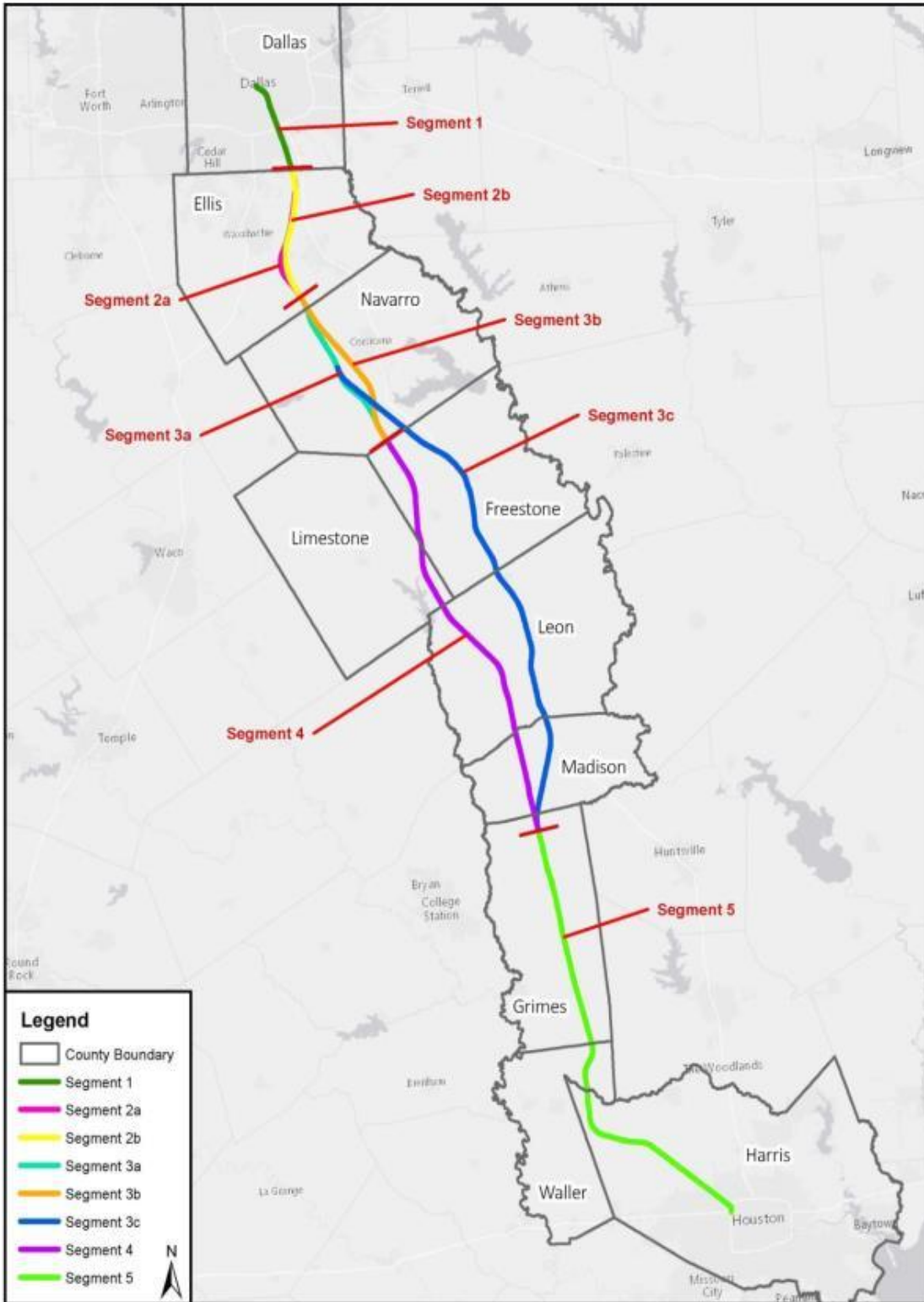


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Ryan Morrow, Town King  
Thlopthlocco Tribal Town  
P.O. Box 188  
Okemah, OK 74859

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Morrow,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Thlopthlocco Tribal Town regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

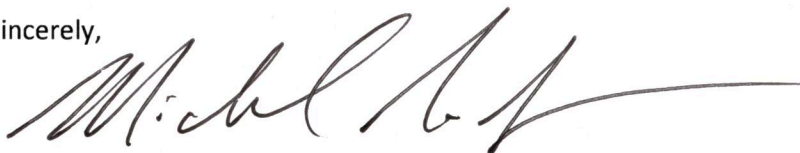
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

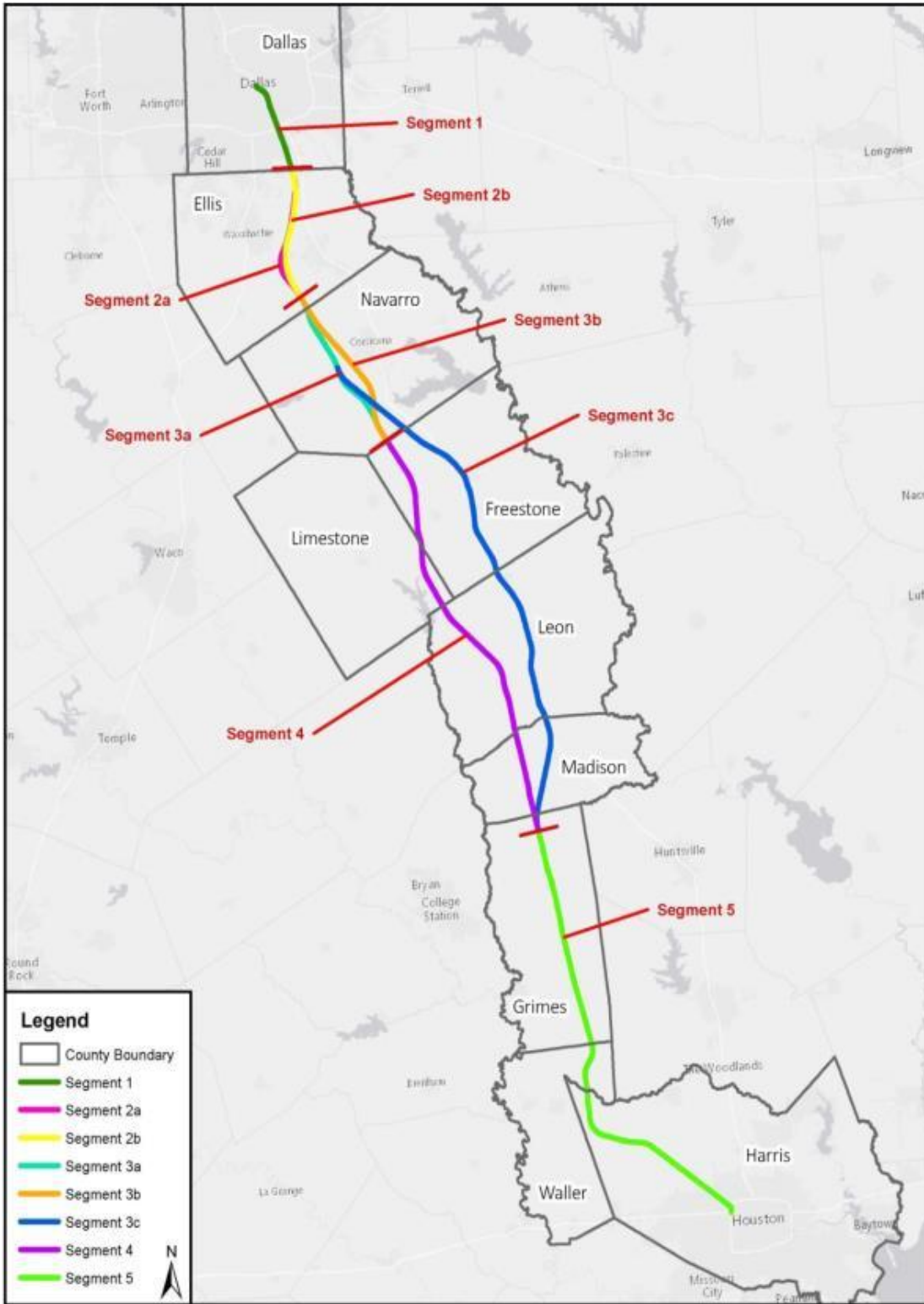


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Emman Spain, THPO  
Thlopthlocco Tribal Town  
P.O. Box 188  
Okemah, OK 74859

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Spain,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Thlopthlocco Tribal Town regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

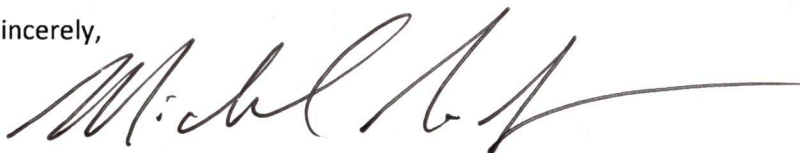
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

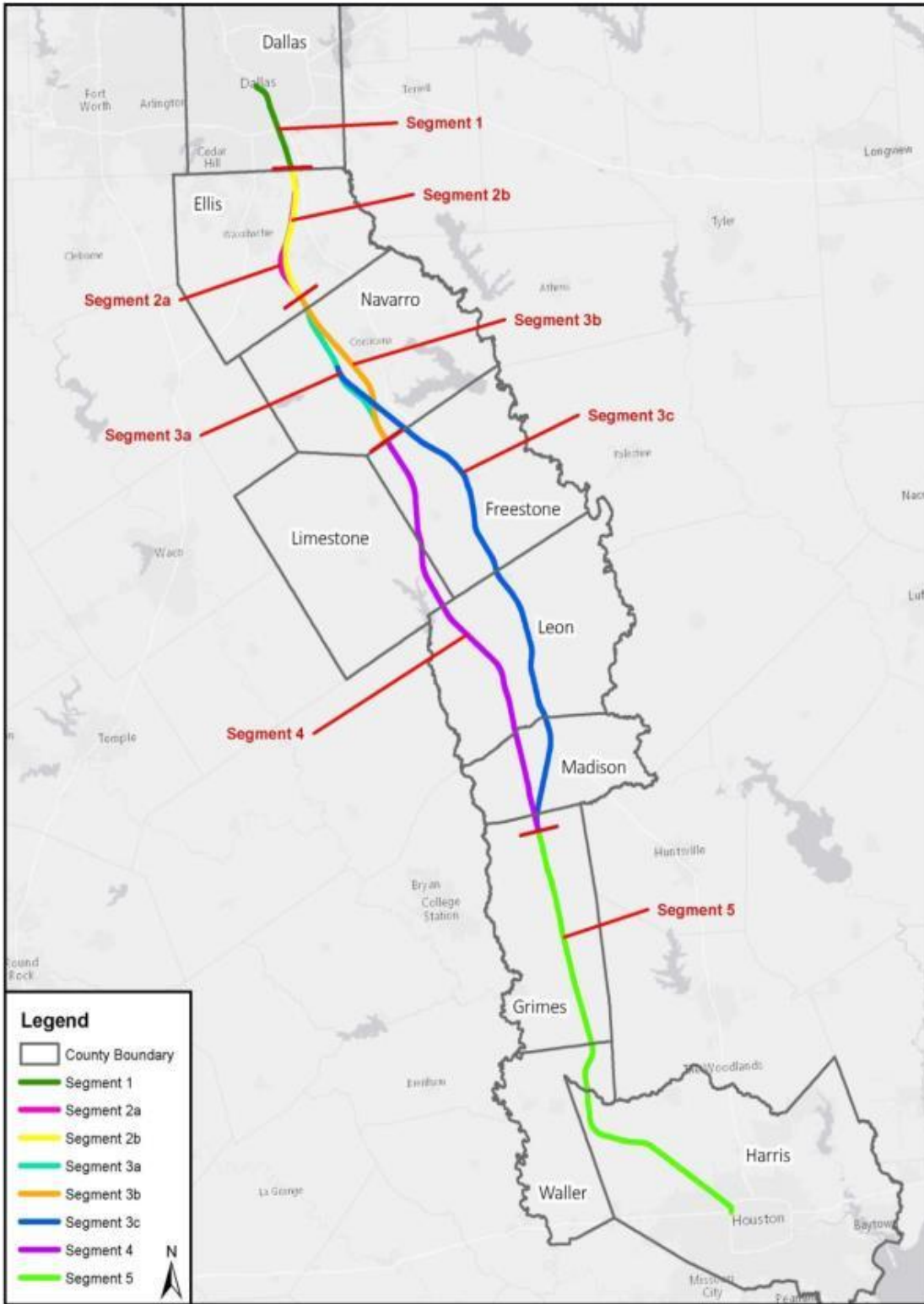


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Russell Martin, President  
Tonkawa Tribe of Indians of Oklahoma  
1 Rush Buffalo Rd  
Tonkawa, OK 74653

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Martin,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Tonkawa Tribe of Indians of Oklahoma regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

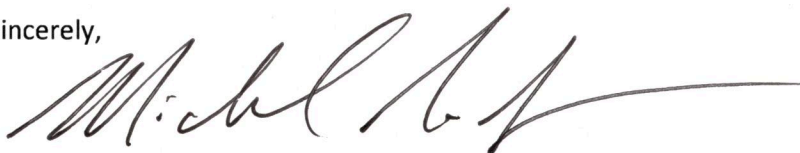
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

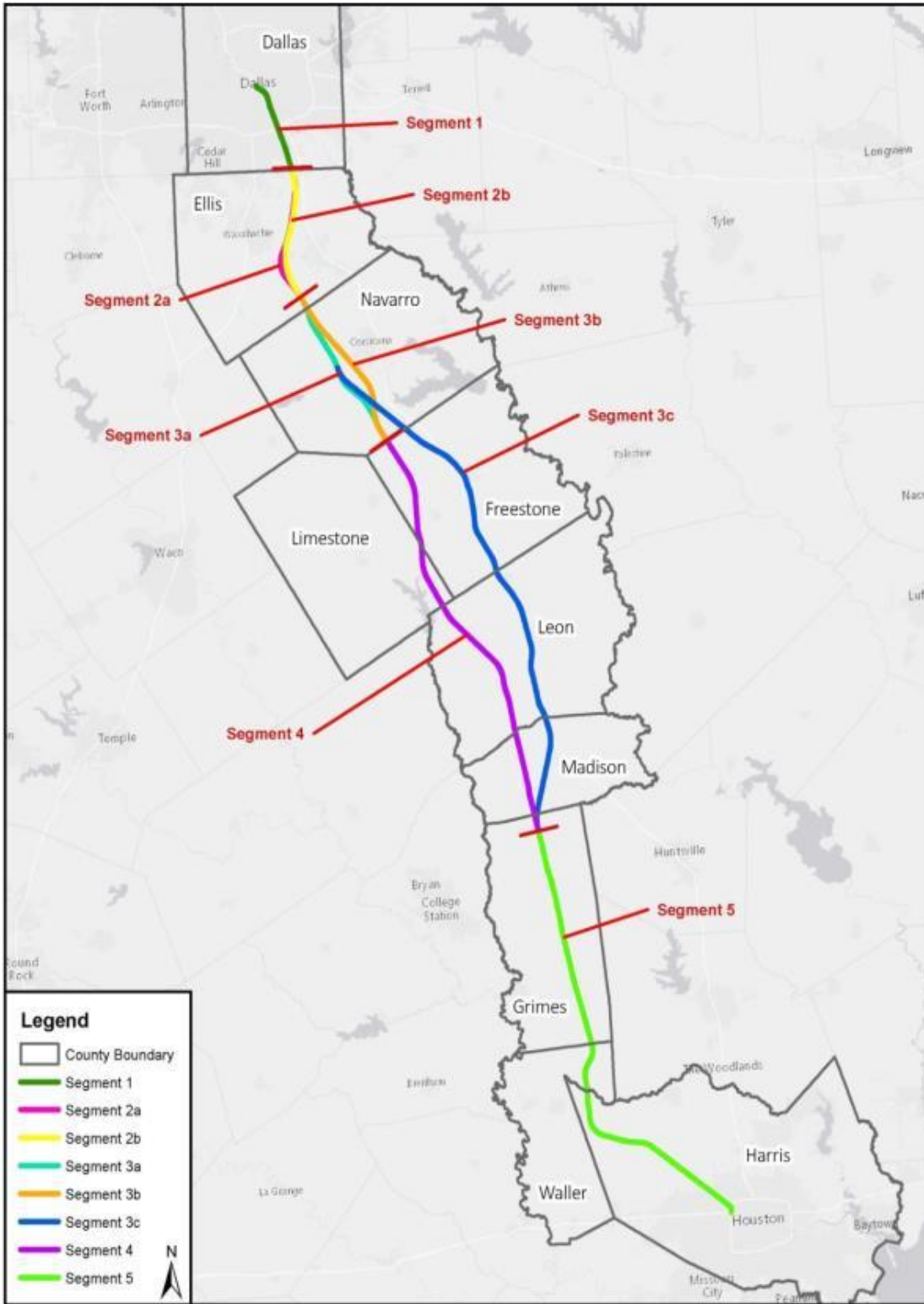


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Marshall Sampson, Sr., Co-Administrator  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Sampson, Sr.,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Tunica-Biloxi Tribe of Louisiana regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

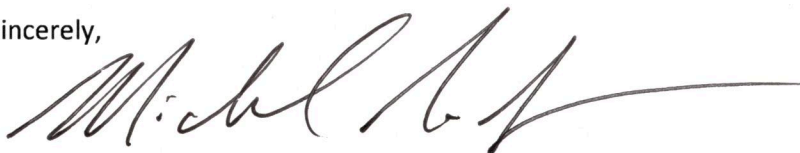
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

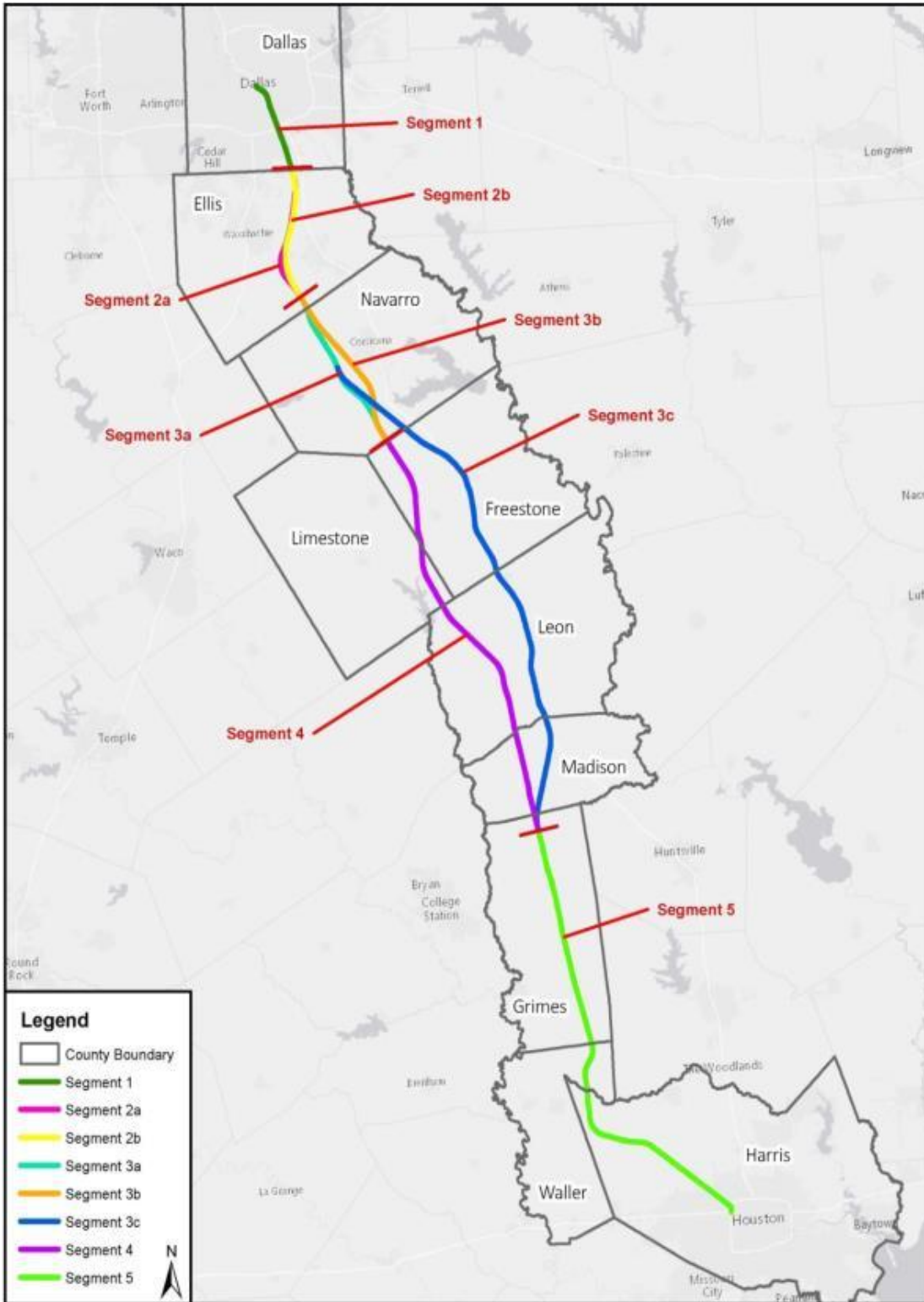


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. Beverly Chapman-Rachal, Co-Administrator  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Chapman-Rachal,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Tunica-Biloxi Tribe of Louisiana regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

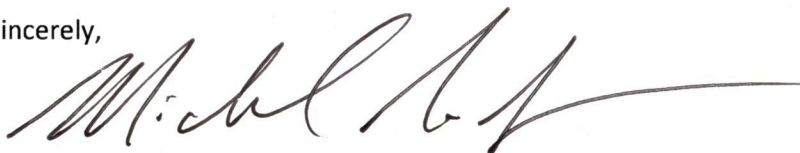
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

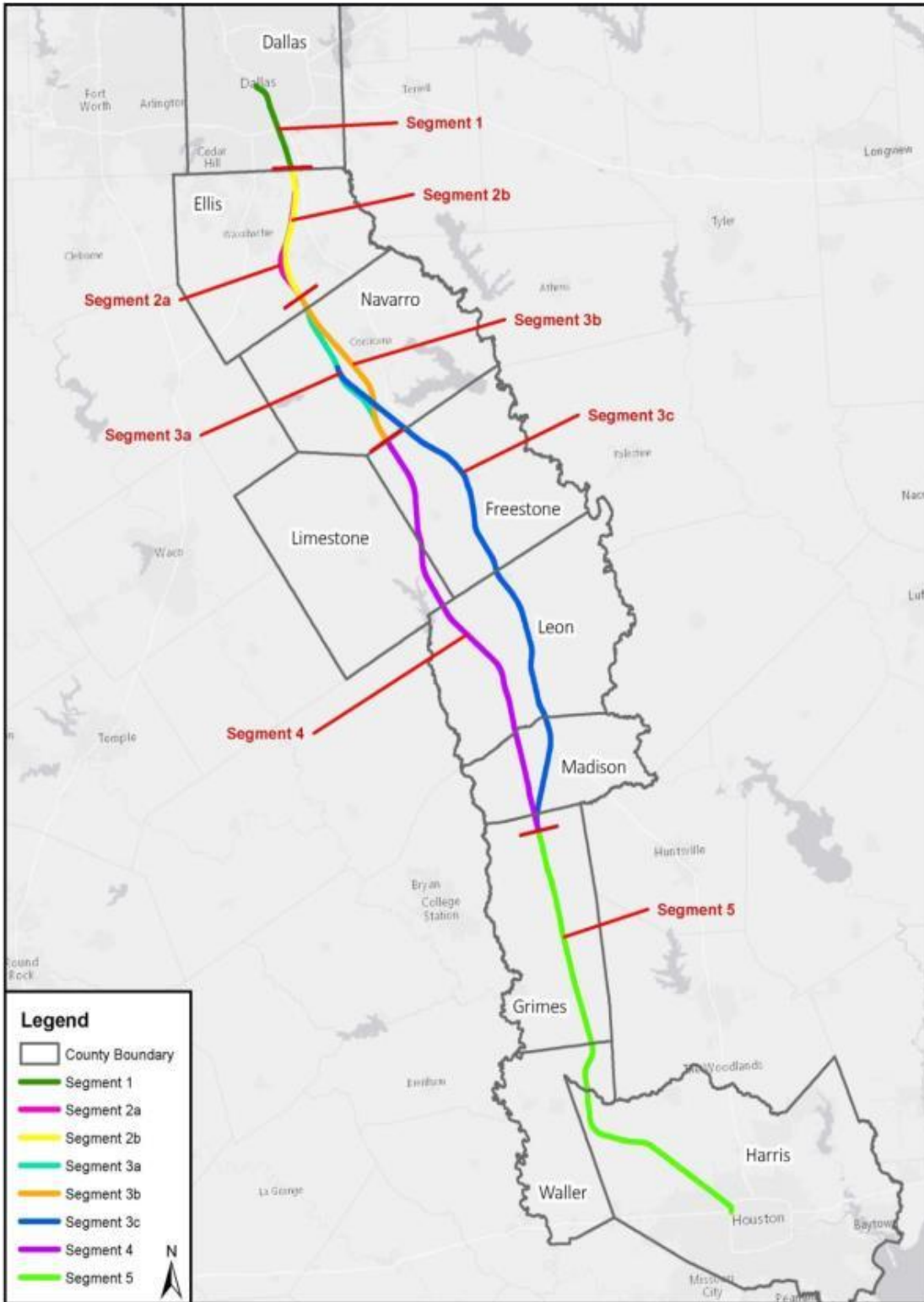


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Earl J. Barbry, Jr., THPO  
Tunica-Biloxi Tribe of Louisiana  
P.O. Box 1589  
Marksville, LA 71351

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Barbry, Jr.,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Tunica-Biloxi Tribe of Louisiana regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
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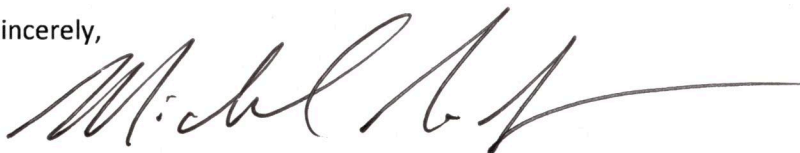
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If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map



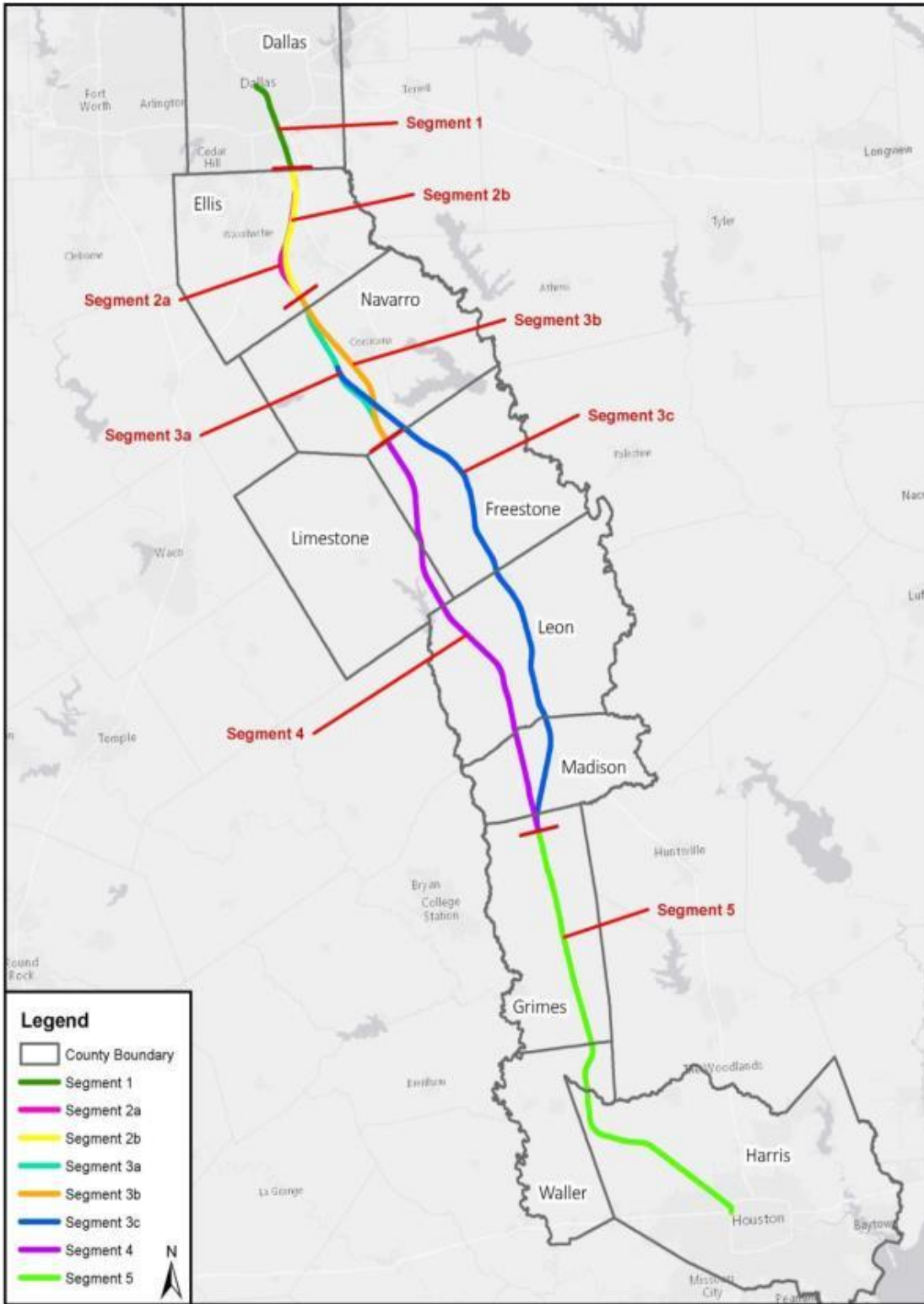


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Joe Bunch, Chief  
United Keetoowah Band of Cherokee Indians  
P.O. Box 746  
Tahlequah, OK 74465

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Bunch,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the United Keetoowah Band of Cherokee Indians regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

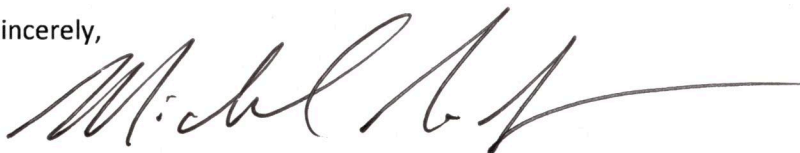
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

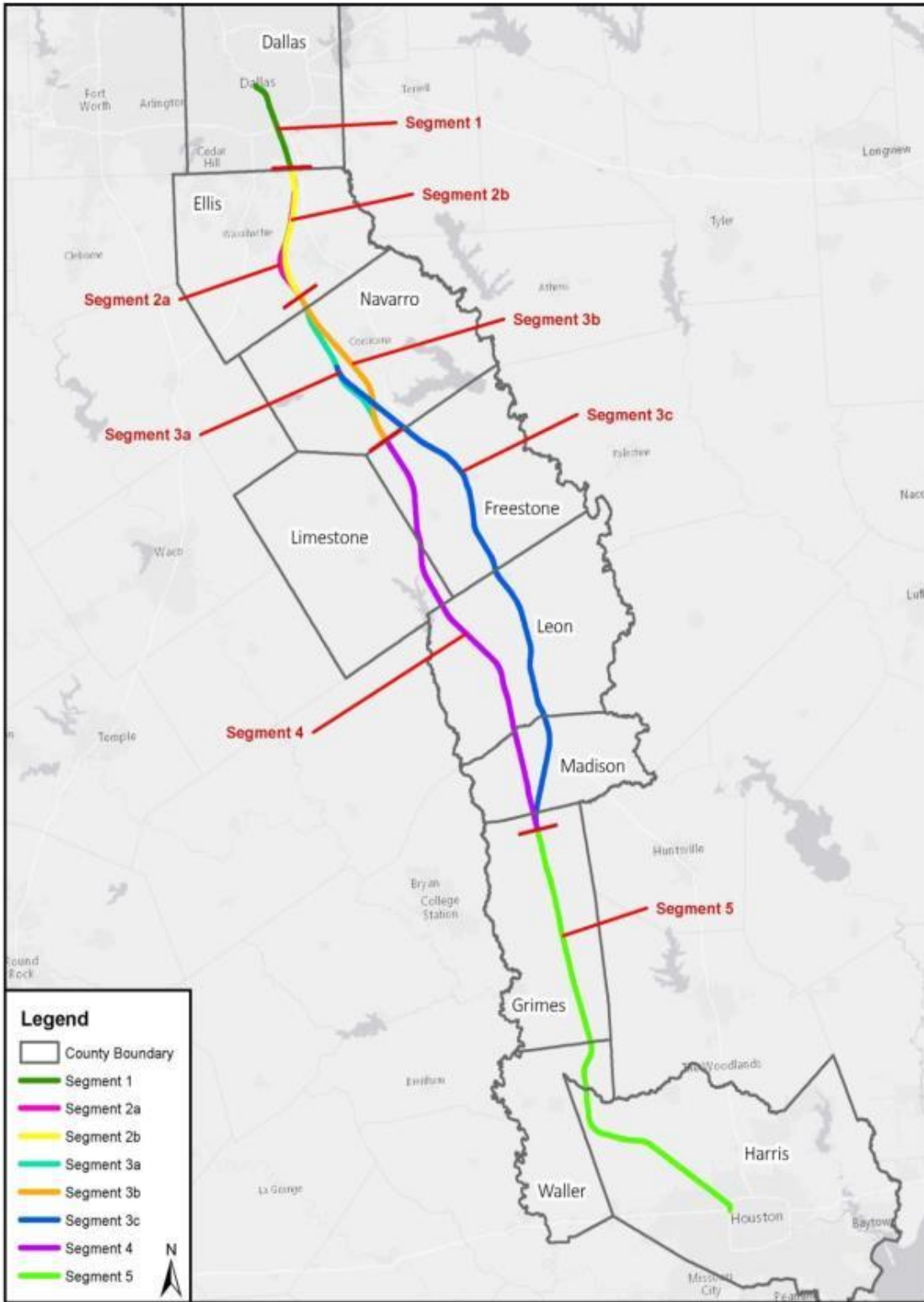


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



January 25, 2018

Ms. Terri Parton, President  
 Wichita and Affiliated Tribes  
 P.O. Box 729  
 Anadarko, OK 73005

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Ms. Parton,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway’s, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Wichita and Affiliated Tribes regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

<b>Table 1: Build Alternatives A Through F Segment Sequences</b>	
<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5

The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

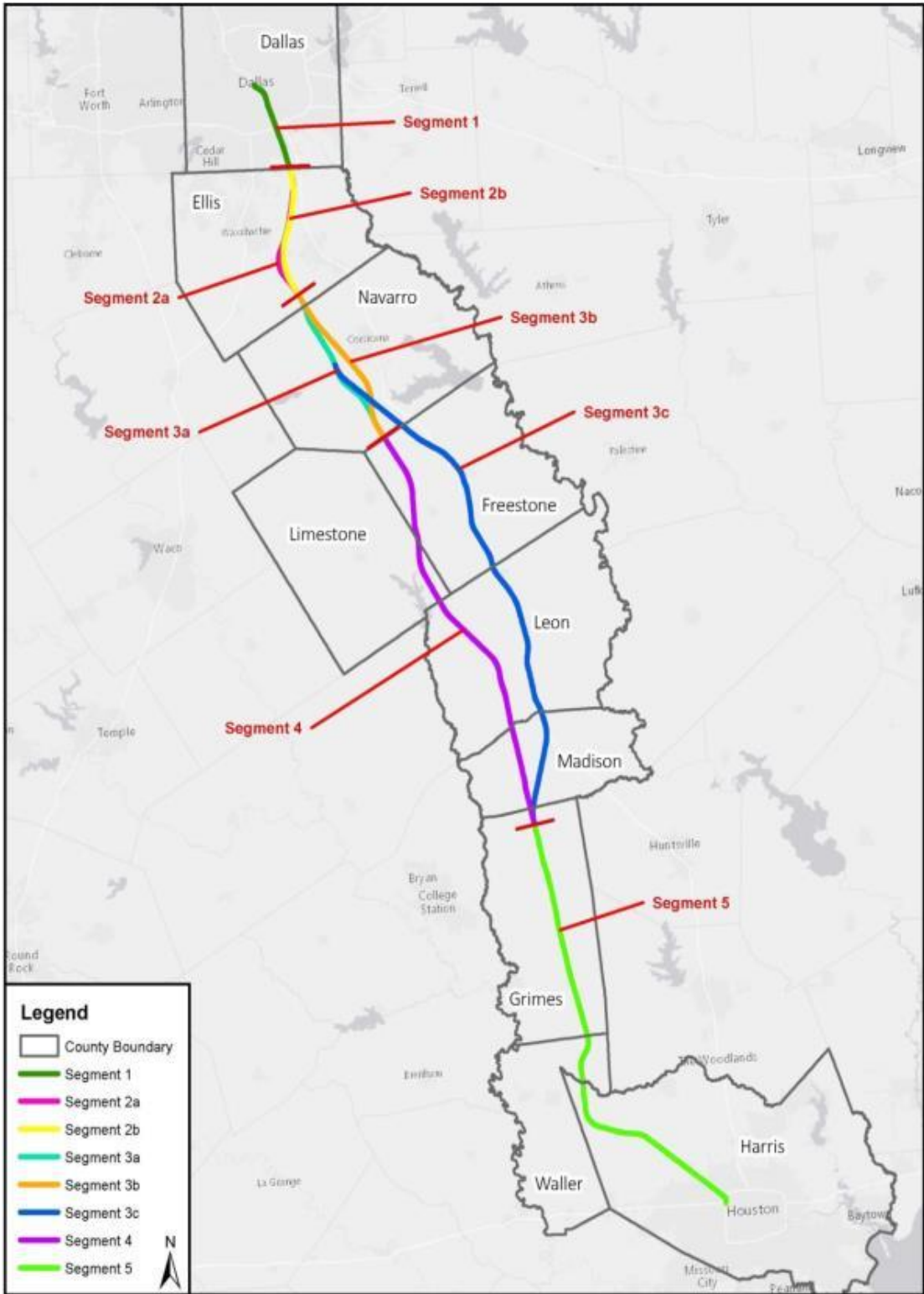


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. Carlos Hisa, Governor  
Ysleta Del Sur Pueblo of Texas  
P.O. Box 17579  
El Paso, TX 79917

**RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement.**

Dear Mr. Hisa,

The Federal Railroad Administration (FRA) continues to prepare the Environmental Impact Statement (EIS) for the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project), as required by the National Environmental Policy Act (NEPA). The Project would intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. Texas Central High Speed Railway's, LLC (TCRR) and its affiliates are the applicants and will provide all project information and design, as necessary, to support the continued Project development.

FRA previously notified the Ysleta Del Sur Pueblo of Texas regarding the Project by letter dated February 19, 2015. The purpose of this current letter is to continue consultation and provide you with updated information on the progress of the review required by NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (36 CFR Part 800). As part of the EIS process, FRA signed the Draft EIS for the Project on December 15, 2017, and it was published in the Federal Register on December 22, 2017. The Draft EIS analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No Build Alternative. The Draft EIS does not provide any approvals or authorization for the Project. For analytical purposes, the six end-to-end Build Alternatives were divided into eight segments (**Table 1; Figure 1**). After evaluating the six end-to-end Build Alternatives and the No Build Alternative, FRA has identified Build Alternative A as the preferred alternative (see **Figure 1**).

**Table 1: Build Alternatives A Through F Segment Sequences**

<b>Build Alternative</b>	<b>Segment Sequences</b>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
Alternative C	1, 2a, 3c, 5
Alternative D	1, 2b, 3a, 4, 5
Alternative E	1, 2b, 3b, 4, 5
Alternative F	1, 2b, 3c, 5



The Dallas to Houston HSR Project Draft EIS is available to the public through FRA's Project website (<https://www.fra.dot.gov/Page/P1078>), where you can:

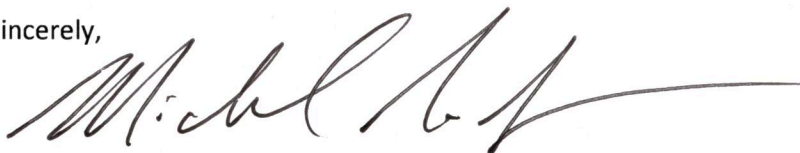
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FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate your request. We invite you to share information or concerns regarding the presence of or potential project effects to resources of interest to your tribe. Through continued consultation, we hope to incorporate into the cultural resources surveys any locations or resources of traditional or cultural significance, determine project effects on these resources, and resolve any adverse effects that the Project may have on these resources. A Draft Programmatic Agreement (PA) will be developed and circulated with the Final EIS, which we anticipate releasing in late 2018 or early 2019. The PA will provide for the development and implementation of post-EIS identification and evaluation efforts, and will require continued survey of all Project locations through the completion of the Section 106 process.

If you have any questions or concerns about the project, please contact Kevin Wright at 202-493-0845 or [kevin.wright@dot.gov](mailto:kevin.wright@dot.gov). Thank you for your participation in the Section 106 process for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Johnsen", with a long horizontal flourish extending to the right.

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

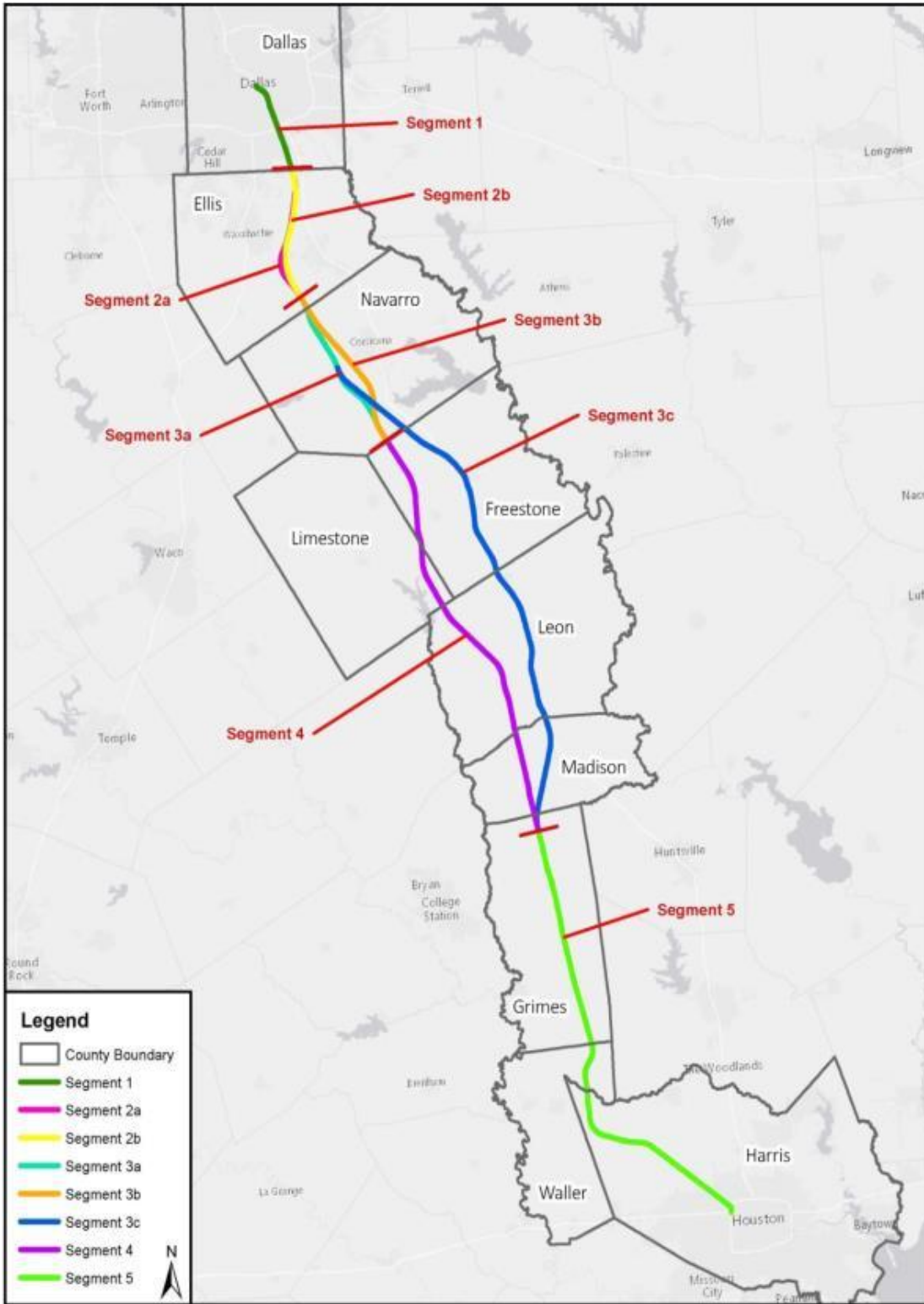


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

## McDougall, Tanya

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**From:** Inman, Megan  
**Sent:** Monday, February 12, 2018 8:37 AM  
**To:** Hartsfield, Shelley; McDougall, Tanya  
**Subject:** FW: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement

Please save a copy of this email to the files. Thanks!

---

**From:** Wright, Kevin (FRA) [<mailto:kevin.wright@dot.gov>]  
**Sent:** Monday, February 12, 2018 8:30 AM  
**To:** Inman, Megan  
**Subject:** FW: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement

FYI

Kevin  
202-493-0845

---

**From:** Daniel R. Ragle [<mailto:dragle@choctawnation.com>]  
**Sent:** Friday, February 09, 2018 3:50 PM  
**To:** Wright, Kevin (FRA) <[kevin.wright@dot.gov](mailto:kevin.wright@dot.gov)>  
**Subject:** RE: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement

Thank you for the correspondence regarding the above referenced project. This project lies outside of our area of historic interest. Therefore, the Choctaw Nation of Oklahoma respectfully defers to the other Tribes that have been contacted. If you have any questions, please contact me by email.

### Daniel Ragle

Compliance Review Officer  
Historic Preservation Dept.  
Choctaw Nation of Oklahoma  
(800) 522-6170 Ext. 2727  
[dragle@choctawnation.com](mailto:dragle@choctawnation.com)  
[www.choctawnation.com](http://www.choctawnation.com)  
[www.choctawnationculture.com](http://www.choctawnationculture.com)



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## McDougall, Tanya

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**From:** Inman, Megan  
**Sent:** Monday, February 19, 2018 3:00 PM  
**To:** McDougall, Tanya; Hartsfield, Shelley  
**Subject:** FW: US DOT - Dallas to Houston High - Speed Rail Project

See below.

---

**From:** David Proctor [<mailto:Davidp@MCN-NSN.gov>]  
**Sent:** Wednesday, February 14, 2018 10:19 AM  
**To:** Wright, Kevin (FRA) <[kevin.wright@dot.gov](mailto:kevin.wright@dot.gov)>  
**Subject:** US DOT - Dallas to Houston High - Speed Rail Project

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Mr. Johnsen:

Thank you for the correspondence regarding the proposed Dallas to Houston High-Speed Rail Project located in Dallas, Ellis, Navarro, Freestone, Leon Madison, Grimes, Waller and Harris Co., TX. Portions of Texas Counties are within the area of interest to the Muscogee (Creek) Nation. Upon closer review of the specific project location, the location does not lie within our area of interest. We respectfully defer to the other Tribes that have been contacted. If you have any further questions or concerns, please give us a call.

Thank You,

**David J. Proctor**  
Historic and Cultural Preservation Department, Traditional Cultural Advisor  
Muscogee (Creek) Nation  
P.O. Box 580 / Okmulgee, OK 74447  
T 918.732.7732  
F 918.758.0649  
[Davidp@MCN-nsn.gov](mailto:Davidp@MCN-nsn.gov)  
<http://www.muscogeenation-nsn.gov/>

**Federal and state agencies, museums, and consulting partners, as of October 1, 2015 please send all Section 106 project notices as well as all NAGPRA notices to our section 106 email: [section106@mcn-nsn.gov](mailto:section106@mcn-nsn.gov). If you have any questions, please give us a call at 918-732-77**

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THIS MESSAGE AND ANY ATTACHMENTS ARE COVERED BY THE ELECTRONIC COMMUNICATIONS PRIVACY ACT, 18 U.S.C. §§2510 et seq. AND CONTAIN INFORMATION THAT IS HIGHLY CONFIDENTIAL, PRIVILEGED AND EXEMPT FROM DISCLOSURE. ANY RECIPIENT OTHER THAN THE INTENDED RECIPIENT IS ADVISED THAT ANY DISSEMINATION, RETENTION, DISTRIBUTION, COPYING OR OTHER USE OF THE MESSAGE WITHOUT PRIOR WRITTEN CONSENT IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY.



GWY.Ꭰ ᎠᎳᎴ  
**CHEROKEE NATION**®  
P.O. Box 948 • Tahlequah, OK 74465-0948 • 918-453-5000 • [cherokee.org](http://cherokee.org)

**Office of the Chief**

Bill John Baker  
*Principal Chief*  
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S. Joe Crittenden  
*Deputy Principal Chief*  
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February 19, 2018

Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration  
1200 New Jersey Avenue SE, MS-20  
Washington, DC 20590

Re: Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement

Mr. Michael Johnsen:

The Cherokee Nation (CN) is in receipt of your correspondence about **Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement**, and appreciates the opportunity to provide comment upon this project.

The CN maintains databases and records of cultural, historic, and pre-historic resources in this area. Our Historic Preservation Office reviewed this project, cross referenced the project's legal description against our information, and found no instances where this project intersects or adjoins such resources. Thus, the CN does not foresee this project imparting impacts to Cherokee cultural resources at this time.

However, the CN requests that the Federal Railroad Administration (FRA) halt all project activities immediately and re-contact our Offices for further consultation if items of cultural significance are discovered during the course of this project.

Additionally, the CN requests that the FRA conduct appropriate inquiries with other pertinent Tribal and Historic Preservation Offices regarding historic and prehistoric resources not included in the CN databases or records.

If you require additional information or have any questions, please contact me at your convenience. Thank you for your time and attention to this matter.

Wado,

Elizabeth Toombs, Tribal Historic Preservation Officer  
Cherokee Nation Tribal Historic Preservation Office  
[elizabeth-toombs@cherokee.org](mailto:elizabeth-toombs@cherokee.org)  
918.453.5389

CC: Kevin Wright

## McDougall, Tanya

---

**From:** Wright, Kevin (FRA) <kevin.wright@dot.gov>  
**Sent:** Wednesday, February 21, 2018 7:09 AM  
**To:** Inman, Megan  
**Subject:** FW: Kiowa Response: Dallas to Houston Rail project

FYI

---

**From:** Ivy Smith [<mailto:ivy@tribaladmins-services.org>]  
**Sent:** Tuesday, February 20, 2018 2:11 PM  
**To:** Wright, Kevin (FRA) <[kevin.wright@dot.gov](mailto:kevin.wright@dot.gov)>  
**Cc:** Kellie J. Lewis <[kellie@tribaladmins-services.org](mailto:kellie@tribaladmins-services.org)>  
**Subject:** Kiowa Response: Dallas to Houston Rail project

*Good Afternoon,*

*The Kiowa Tribe is in receipt of your recent correspondence (January 25, 2018) regarding the Dallas to Houston High-speed Rail.*

*At this time the Kiowa Tribe has no objection to this project. However, please be advised undiscovered properties may be encountered and must be immediately reported to the Kiowa Tribe Office of Historic Preservation under NHPA and NAGPRA regulations.*

*Should you have any questions, please do not hesitate to contact me.  
Thank you for your time and consideration.*

*Have a great week!*

**Ivy Smith**  
Kiowa Tribe Office of Historic Preservation  
PO Box 50  
Carnegie, OK 73015

*"Doubt kills more dreams than failure ever will"- Suzy Kassem*

# COMANCHE NATION



Federal Railroad Administration  
Attn: Mr. Kevin Wright  
1200 New Jersey Ave. SE, MS-20  
Washington, D.C., 20590

March 15, 2018

Re: Continuation of Government-to-Government Consultation with Native American Tribal Governments pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Dallas to Houston High-Speed Rail Project Draft Environmental Impact Statement

Dear Mr. Wright:

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of "**No Properties**" have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office  
Theodore E. Villicana , Technician  
#6 SW "D" Avenue, Suite C  
Lawton, OK. 73502



## McDougall, Tanya

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**From:** Inman, Megan  
**Sent:** Thursday, April 05, 2018 9:52 AM  
**To:** McDougall, Tanya; Hartsfield, Shelley  
**Subject:** FW: Dallas to Houston HSR Project Section 106 Consultation

Response from Caddo Nation.

---

**From:** Wright, Kevin (FRA) [<mailto:kevin.wright@dot.gov>]  
**Sent:** Thursday, April 05, 2018 9:48 AM  
**To:** Zeringue, Katherine (FRA); Inman, Megan  
**Subject:** FW: Dallas to Houston HSR Project Section 106 Consultation

FYI

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**From:** [pcross@caddonation.org](mailto:pcross@caddonation.org) [<mailto:pcross@caddonation.org>]  
**Sent:** Thursday, April 05, 2018 10:41 AM  
**To:** Wright, Kevin (FRA) <[kevin.wright@dot.gov](mailto:kevin.wright@dot.gov)>  
**Subject:** RE: Dallas to Houston HSR Project Section 106 Consultation

Kevin.

This to confirm that the Caddo Nation has no objection to the proposed Dallas to Houston High-Speed Rail (HSR) Project (Project). But should any inadvertent discoveries be made please notify us immediately.

Phil Cross  
Culture Preservation Officer, Acting THPO  
Caddo Nation of Oklahoma  
117 Memorial Lane  
P.O. Box 487  
Binger, Ok 73009  
Tel 405-656-2344 x2068

---

**From:** Wright, Kevin (FRA) [<mailto:kevin.wright@dot.gov>]  
**Sent:** Thursday, April 5, 2018 9:30 AM  
**To:** [pcross@caddonation.org](mailto:pcross@caddonation.org)  
**Cc:** Zeringue, Katherine (FRA)  
**Subject:** Dallas to Houston HSR Project Section 106 Consultation

Mr. Cross,

Thank you again for your voicemail that you originally left me on February 1, 2018. This email is to provide you with the letter that FRA originally sent to the Caddo Nation of Oklahoma on January 25, 2018 regarding consultation under Section 106 for the Dallas to Houston High-Speed Rail project. It looks like we actually sent the letter to three different contacts, yourself included. Following up on our phone conversation from this morning, would you please provide me a written response to the attached letter regarding the Caddo Nation's opinion on the project and continued consultation with FRA under Section 106?

Also, as requested, all future documentation regarding this project will be addressed directly to you.

Thank you and I look forward to hearing from you.

Respectfully,

Kevin

Kevin Wright  
Environmental Protection Specialist  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590  
202-493-0845



**Historic Resources Research Design / Archeological Resources Research Design**





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

OCT 16 2015

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
108 W. 16<sup>th</sup> Street  
Austin, Texas 78701

**Subject: Historic Resources Coordination Pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) contracted AECOM to conduct an environmental review for the Dallas to Houston High-Speed Rail Project (Project) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). FRA is authorized to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal undertaking and requires review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended.

To assist in meeting compliance requirements under Section 106, and in support of the Environmental Impact Statement (EIS) being prepared as required by NEPA, attached to this letter is the proposed research design for the non-archeological historic resources (historic resources) survey to be conducted for the Project (Attachment A). For your review, the attached research design contains the results of a background study conducted for the Project, and a summary of the recommended Area of Potential Effect (APE) and survey methodology. In addition, attached are maps, presented on CD, that illustrate the Project area, recommended maximum APE, study area, and previously recorded and/or designated historic resources. Per the guidance of the Texas Historical Commission (THC) staff, the archeological survey effort for the Project will be coordinated separately.

FRA is consulting with you in accordance with 36 CFR Part 800 implementing Section 106 of the National Historic Preservation Act for this undertaking. At the present time, FRA is seeking your concurrence on the adequacy of the Area of Potential Effects (APE) for historic properties.

FRA also respectfully requests the concurrence of the THC for the recommendations presented in the attached historic resources research design for the Project, including the survey methodology.

Should you have any questions regarding this request, please feel free to contact Melissa Hatcher at (202) 493-6075 or [Melissa.Hatcher@dot.gov](mailto:Melissa.Hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is written in a cursive style with a long horizontal stroke at the end.

David Valenstein  
Division of Environmental and Corridor Planning

Enclosures

**ATTACHMENT A**

**RESEARCH DESIGN**

**NON-ARCHEOLOGICAL HISTORIC RESOURCES SURVEY FOR THE  
DALLAS TO HOUSTON HIGH SPEED RAIL PROJECT**

(Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes,  
Waller, and Harris Counties)

*Prepared for*

Federal Railroad Administration (FRA)

*Prepared by*

Tanya McDougall

AECOM  
1950 North Stemmons Freeway  
Dallas, Texas 75207

October 2015



## Introduction

The Federal Railroad Administration (FRA) has initiated a National Environmental Policy Act (NEPA) evaluation for the Dallas to Houston High-Speed Rail Project (Project [Figure 1]) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). As required by NEPA, FRA is preparing an Environmental Impact Statement (EIS) to accomplish this evaluation. AECOM, under contract with FRA, proposes to conduct the non-archaeological historic resources (historic resources) survey for the Project in support of the EIS, as well as to assist in meeting applicable requirements under Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended.

As a federal agency, FRA has the authority to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal action and triggers an environmental review under NEPA and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. In accordance with Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800), federal agencies are required to assess the effects of their undertaking on historic properties prior to issuing permits or funding. Historic properties are defined as those properties that are included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Therefore, the Project is subject to review by the Texas State Historic Preservation Office (SHPO), formally known in Texas as the Texas Historical Commission (THC).

For the purpose of this coordination, the term historic resource refers to any buildings, structures, objects, and potential historic districts dating 1972 or earlier. This date is based on 2017 (anticipated let date for construction) minus 45 years to provide a 5-year buffer that allows for unexpected delays in project planning.

Provided below is a summary of the Project Description. For your review, this document contains the results of a historic resources background study conducted for the Project, and a summary of the recommended Area of Potential Effect (APE) and survey methodology proposed for the historic resources survey. In addition, attached are maps, presented on CD, that illustrate the Project area, recommended maximum APE, study area, and previously recorded and/or designated historic resources.

## Project Description

TCR is a Texas-based company formed in 2009 to bring high-speed passenger rail to Texas. TCR has taken a private-sector approach for the deployment of high-speed rail in Texas. Working closely with Central Japan Railway Company (JRC), TCR is promoting the deployment of a high-speed rail system based on JRC's N700-I Bullet System (known as Shinkansen) that will have a maximum operating speed of 205 miles per hour (mph) and a travel time of less than 90-minutes between the two cities.

FRA studied multiple potential alignment alternatives between Dallas and Houston and is tentatively proposing detailed evaluation of six draft alternative alignments. The draft alignment alternatives intersect the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris (see Figure 1). The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design

efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin.

To minimize the impacts of the Project’s construction and operation on the land and communities through which it travels, the Project will consist of entirely new track that will be completely grade-separated, meaning that all crossings would be under or over the rail line and not at the same elevation as the high-speed tracks, and reserved for the exclusive use of the N700-I Bullet System.

The Project will involve construction of two general rail design concepts: the first is at-grade construction where the rail is located on an embankment structure and separated from other transportation modes; and the second is an elevated concept (pier and beam) where the rail is located on an elevated viaduct structure. The alignment will consist of a mixture of these two general types of construction and will also include an assortment of culverts, short span bridges, and long span crossings as required to address site-specific requirements and to mitigate impacts. Based on preliminary construction schematics/plans, the Project maximum height at grade will be approximately 50 ft and for elevated structures the maximum height will be approximately 70 ft.

**Background Study**

A historic resources background study within a study area defined as 3,280 ft (1,000 meters [m]) on either side of the centerline of the draft alignment alternatives was completed in September 2015. The background study included a review of the Texas Historic Sites Atlas, National Register of Historic Places (NRHP) database, Texas Department of Transportation (TxDOT) historic resources database, and available previous reports. The purpose of the study was to identify previously-recorded and/or designated historic resources, including NRHP-listed properties, NRHP-eligible properties, National Historic Landmarks (NHLs), State Antiquities Landmarks (SALs), Recorded Texas Historic Landmarks (RTHLs), Official Texas Historic Markers (OTHMs), Historic Texas Cemeteries (HTCs), and recorded cemeteries with no designation. The results of the background study are presented below in tabular format and on maps provided on CD.

As a result of the background study, a total of 71 previously recorded historic resources were identified within the study area (**Table 1**). Of these resources, 31 are within 1,300 ft of the centerline of the draft alignment alternatives, which is the maximum recommended APE (see Area of Potential Effect section below). None of the previously-recorded and/or designated historic resources within the study area are designated SALs. The remaining resources include 8 NRHP-listed properties, 13 NRHP-eligible properties, 3 RTHLs, 7 OTHMs, 12 HTCs, and 28 recorded cemeteries with no designation. One of the NRHP-listed properties is also designated as an NHL (Dealey Plaza Historic District). No previously-recorded and/or designated historic resources were identified within Waller County. Moreover, all of the NRHP-listed properties identified during the study are concentrated in Dallas County, more specifically the City of Dallas.

<b>Table 1</b> <b>Previously Recorded Historic Resources within</b> <b>Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
County	Resource Name	Resource Type	Designation	Within 1,300 ft
Dallas				
	Westend Historic District	Historic District	NRHP Listed	-

<b>Table 1</b>				
<b>Previously Recorded Historic Resources within Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
<b>County</b>	<b>Resource Name</b>	<b>Resource Type</b>	<b>Designation</b>	<b>Within 1,300 ft</b>
<b>Dallas (cont'd)</b>				
	Dealey Plaza Historic District	Historic District	NRHP Listed; NHL	-
	Dallas County Courthouse	Building	NRHP Listed	-
	Dallas Morning News	Building	NRHP Eligible	1,211 ft
	Women's Suffrage in Dallas County	Marker	OTHM (Marker #15814)	-
	Union Station	Marker	RTHL (Marker #6908)	-
	Dallas Union Terminal Historic District	Historic District	NRHP Listed	-
	Houston Street Viaduct	Structure	NRHP Listed	1,160 ft
	Cadiz Pump Station	Building	NRHP Eligible	260 ft
	Dallas Coffin Company	Building	NRHP Listed	998 ft
	Corinth Street Viaduct	Structure	NRHP Eligible	1,082 ft
	Pioneer	Cemetery	NRHP Eligible (Cemetery #DL-C105)	-
	Santa Fe Avenue Bridge	Structure	NRHP Eligible	-
	Stanard Tilton Flour Mill	Building	NRHP Listed	-
	US 175 Bridge (Metropolitan Ave.)	Structure	NRHP Eligible	-
	US 175 Bridge (Hatcher St.)	Structure	NRHP Eligible	-
	Colonial Hill Historic District	Historic District	NRHP Listed	-
	SH 310 Bridge	Structure	NRHP Eligible	-
	Overton	Cemetery	HTC (Cemetery #DL-C006)	-
<b>Ellis</b>				
	Geaslin	Cemetery	No designation (Cemetery #EL-C061)	65 ft
	Boren	Cemetery	HTC (Cemetery #EL-C003)	476 ft
	Grady	Cemetery	No designation (Cemetery #EL-C076)	-
<b>Navarro</b>				
	Marshall	Cemetery	No designation (Cemetery #NV- C061)	367 ft
	Ward	Cemetery	HTC (Cemetery #NV-C110)	-
	Anderson Family	Cemetery	HTC (Cemetery #NV-C079)	-
	Shelton Family	Cemetery	HTC (Cemetery #NV-C080)	996 ft
	Powers	Cemetery	HTC (Cemetery #NV-C128)	-
	H & TC RR Bridge	Structure	NRHP Eligible	-
<b>Freestone</b>				
	Red	Cemetery	No designation (Cemetery #FT-C057)	766 ft
	Unknown (Cotton Gin)	Cemetery	No designation (Cemetery #FT-C047)	-

<b>Table 1</b>				
<b>Previously Recorded Historic Resources within Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
<b>County</b>	<b>Resource Name</b>	<b>Resource Type</b>	<b>Designation</b>	<b>Within 1,300 ft</b>
<b>Freestone (cont'd)</b>				
	Cotton Gin	Marker	OTHM (Marker #11886)	-
	Furney Richardson High School	Marker	OTHM (Marker #14966)	871 ft
	Unknown (S of Asia)	Cemetery	No designation (Cemetery #FT-C038)	993 ft
	CR 1041 Bridge	Structure	NRHP Eligible	-
	General Joseph Burton Johnson	Marker	OTHM (Marker #9887)	1,240 ft
	Johnson 2	Cemetery	HTC (Cemetery #FT-C063)	-
	Johnson 1	Cemetery	No designation (Cemetery #FT-C062)	873 ft
	Holly Grove	Cemetery	No designation (Cemetery #FT-C016)	-
<b>Limestone</b>				
	Personville	Marker	OTHM (Marker #3993)	-
	Personville/Ebenezer	Cemetery	HTC (Cemetery #LT-C005)	-
	Unknown (New Hope)	Cemetery	No designation (Cemetery #LT-C015)	711 ft
<b>Leon</b>				
	Little Flock	Cemetery	HTC (Cemetery # LN-C129)	-
	Unknown (Concord)	Cemetery	No designation (Cemetery #LN-C061)	-
	Kessee	Cemetery	No designation (Cemetery #LN-C145)	-
	Concord Missionary Baptist Church	Marker	RTHL (Marker #9619)	-
	Bridge at FM 39 and BNSF RR	Structure	NRHP Eligible	-
	Sand Hill	Cemetery	No designation (Cemetery #LN-C072)	-
	Graham	Cemetery	No designation (Cemetery #LN-C071)	1,225 ft
	Nettles	Cemetery	No designation (Cemetery #LN-C070)	54 ft
	Fort Boggy	Marker	OTHM (Marker #9624)	273 ft
	Liberty	Cemetery	No designation (Cemetery #LN-C057)	630 ft
	Rogers	Cemetery	No designation (Cemetery #LN-C020)	-
	Mustang Creek Bridge	Structure	NRHP Eligible	-
<b>Madison</b>				
	Randolph	Cemetery	No designation (Cemetery #MA-C032)	538 ft
	Ten Mile	Cemetery	No designation (Cemetery #MA-C031)	148 ft
	Oxford	Cemetery	NRHP Eligible (Cemetery #MA-C026)	370 ft
	Sweet Home	Cemetery	No designation (Cemetery #MA-C013)	-
<b>Grimes</b>				
	Bethel	Cemetery	HTC (Cemetery #GM-C001)	1,236 ft
	Pankey –Shiloh	Cemetery	No designation (Cemetery #GM-C054)	787 ft

<b>Table 1</b>				
<b>Previously Recorded Historic Resources within Maximum APE (1,300 feet) and Study Area (3,280 feet)</b>				
<b>County</b>	<b>Resource Name</b>	<b>Resource Type</b>	<b>Designation</b>	<b>Within 1,300 ft</b>
<b>Grimes (cont'd)</b>				
	Union Hill	Cemetery	No designation (Cemetery #GM-C117)	120 ft
	Singleton	Cemetery	No designation (Cemetery #GM-C112)	1,093 ft
	Oakland Baptist Church	Marker	RTHL (Marker #8606)	-
	Ratliff	Cemetery	HTC (Cemetery #GM-C104)	161 ft
	Old Oakland	Marker	OTHM (Marker #8607)	1,275 ft
	Old Oakland Cemetery-Roans Prairie	Cemetery	No designation (Cemetery #GM-C094)	1,275 ft
	Oakland	Cemetery	No designation (Cemetery #GM-C028)	-
	Mason	Cemetery	No designation (Cemetery #GM-C014)	1,040 ft
	Stonehamville Church	Cemetery	No designation (Cemetery #GM-C010)	-
<b>Harris</b>				
	Dolen	Cemetery	No designation (Cemetery #HR-C076)	-
	Mueller	Cemetery	No designation (Cemetery #HR-C073)	-
	Fairbanks	Cemetery	No designation (Cemetery #HR-C175)	343 ft

Based on the background study and location of the draft alignment alternatives, it is anticipated historic resources will be highly concentrated in urban settings including the cities of Dallas and Houston, while in suburban and rural settings historic resources will be more sparsely located. The types of historic resources likely to be encountered in urban settings include buildings, structures, objects, and potential historic districts associated with the following functions or use: domestic, commerce/trade, social, religion, funerary, industry/processing, and transportation. These types of historic resources, as well as those associated with agricultural functions, are also likely to be located in suburban and rural settings; however, it is anticipated that historic resources in these settings will mostly consist of domestic and agricultural resources located on larger parcels of land.

### **Area of Potential Effect**

As defined in 36 CFR § 800.16(d), an APE is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic resources, if any such resources exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” Therefore, the APE for historic resources was determined by taking into consideration the Project’s potential to both directly and indirectly (noise, vibration, and visual) affect historic resources.

Guidance for defining the APE for historic resources was obtained from the FRA’s *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, the Federal Communication Commission (FCC) FCC-04-222A3 *Visual Effects Guidelines*, the National Cooperative Highway Research Program (NCHRP) *NCHRP Report 741: Evaluation of Methodologies for Visual Impact Assessments*, and the American Association of State Highway and Transportation Officials (AASHTO) *AASHTO Practitioner’s Handbook 12: Assessing Indirect Effects and Cumulative Impacts Under NEPA*.

Per the guidance documents listed above, direct effects are typically well understood and predictable; therefore, direct effects for this Project are considered to be limited to ground disturbing activities associated with the construction of the railway. However, indirect effects are those effects that may occur later in time, be further removed by distance, or be cumulative. Therefore, to determine the limits of indirect effects the project maximum height of 50 ft at grade and 70 ft for elevated structures, as well as the condition of existing settings, were considered.

Based on the background study, the Project will cross urban, suburban, and rural settings. Each setting contains different typical conditions that influence the potential the Project has to indirectly affect historic resources. Broadly defined typical conditions for each setting the draft alignment alternatives will cross are provided below in **Table 2**. The Project's recommended maximum screening distances for noise, vibration, and visual indirect effects within each setting are also provided below (see **Table 2**). The screening distances provided are based on the guidance documents referenced above.

<b>Table 2</b>					
<b>Typical Conditions and Maximum Screening Distances for Indirect Effects</b>					
<b>Environment</b>	<b>Location</b>	<b>Density</b>	<b>Defined Land Use</b>	<b>Maximum Screening Distances</b>	
<b>Urban</b>	Typically defined by city limits (For this Project, defined as the Dallas and Houston city limits)	Areas with more than 50% development	<ul style="list-style-type: none"> <li>Clustered development on small lots with little open space</li> <li>Open space is typically limited to parks and recreational areas</li> </ul>	<p><b>*Noise</b> 350 ft</p> <p><b>*Vibration</b> 220 ft</p> <p><b>**Visual</b> 350 ft</p>	
<b>Suburban</b>	Can be within or outside of city limits around urban areas (For this Project, defined as rural communities and developed areas surrounding the Dallas and Houston city limits)	Areas with 25-50% development	<ul style="list-style-type: none"> <li>Clustered development arranged on small subdivided lots surrounded by open space</li> </ul>	<p><b>*Noise</b> 700 ft</p> <p><b>*Vibration</b> 275 ft</p> <p><b>**Visual</b> 700 ft</p>	
<b>Rural</b>	Outside of city limits (For this Project, defined as all other areas outside of Urban and Suburban environments)	Areas with less than 25% development	<ul style="list-style-type: none"> <li>Mostly open space with scattered development on large parcels</li> </ul>	<p><b>*Noise</b> 1,300 ft</p> <p><b>***Vibration</b> N.A.</p> <p><b>**Visual</b> 1,300 ft</p>	

\* Information based on guidance from FRA's *High-Speed Ground Transportation Noise and Vibration Impact Assessment*.

\*\* Information from FCC-04-222A3 *Visual Effects Guidelines* used in part for the development of the visual effects screening distance.

\*\*\* N.A. = Information Not Available

Because the limits of indirect effects must take into consideration the conditions of the setting in which the Project will be located, it is recommended the APE for historic resources be variable and defined based on the largest screening distance of considered potential indirect effects for each setting. Therefore, the recommended APE for historic resources is as follows:

- 350 ft beyond the ROW where the Project will be constructed in Urban settings
- 700 ft beyond the ROW where the Project will be constructed in Suburban settings
- 1,300 ft beyond the ROW where the Project will be constructed in Rural settings

The variable APE for the Project will be applied through the review of modern aerials, prior to the field survey. Should the conditions of an area appear different in the field than was projected prior to fieldwork; the APE will be adjusted in the field at the discretion of the architectural historian. Only historic resources that fall within the APE will be documented. However, extension of the APE for the purpose of including historic resources on a parcel with historic resources being recorded within the APE will be determined by the architectural historian.

## **Methodology**

Historic resources, defined as any buildings, structures, objects, and potential historic districts constructed in 1972 or earlier, will be documented and evaluated for NRHP eligibility by historians that meet the Secretary of the Interior's professional qualification standards. The evaluation of historic resources will be based on the National Park Service (NPS) standards for identification and evaluation of historic properties, as presented in 36 CFR § 60.4 [a—d].

### *Field Survey*

Prior to the field survey, historic aerial photographs and historic maps will be reviewed and compared to modern aerial photographs. The purpose of this review will be to identify the locations of potential historic resources within the APE. In addition, the information obtained from this review will be used to gain an understanding of the built environment and patterns of development along the draft alignment alternatives.

During the field survey, each historic resource within the APE will be documented from the public ROW with digital photography that meets the NPS standards for digital photography. The photographs taken will be sufficient in number and perspective to capture the character defining features of a resource, except under circumstances beyond the technical expert's control, such as resources obscured by leafy vegetation. Under these circumstances the technical expert will provide written description of any visual architectural elements not captured in photographs.

Historic resources will be documented on individual field survey forms that are formatted to capture specific information relevant to the location, style, form, details, materials, and construction methods of the historic resource. Each historic resource will be provided a unique identification number that will include the first two letters of the county in which the resource was recorded, followed by a number (i.e. DA-001 [DA=Dallas County]). Ancillary historic resources will be recorded as subsets of the primary historic resource and labeled accordingly (i.e. DA-001a and DA-001b [a=primary resource; b=ancillary resource]). Field survey forms will at a minimum include:

- a. Unique resource identification number
- b. Location (i.e. address)
- c. List of photographs taken and direction of each photograph
- d. Architectural style and/or form
- e. Construction date or if not known, estimated construction date
- f. Construction materials
- g. Architectural details including roof, cladding, windows, doors, entrance, etc.
- h. Investigation limitations

A phased approach for compliance with Section 106, as provided for in 36 CFR § 800.4(b)(2), may be necessary for the historic resources survey effort due to the length of the draft alignment alternatives. Completion of the identification of historic resources, determination of effects for NRHP-listed or NRHP-eligible properties, and consultation concerning measures to avoid, minimize, or mitigate, if needed, will be completed prior to notice to proceed for construction, as detailed in the agreement document, anticipated to be a Programmatic Agreement. In situations where identification of historic resources

cannot be completed during preparation of the EIS due to access denials, the Programmatic Agreement will provide for the development and implementation of a post-review identification and evaluation effort as applicable.

### *Research*

Research efforts will focus on primary sources (i.e., historic maps, historic aerials, and available historic newspapers) and secondary literary sources including, but not limited to, county histories and city histories. The information gathered and on-site observation obtained through the field survey will provide data for the development of historic contexts and information for evaluating the NRHP eligibility of the historic resources within the Project APE.

### *Report*

Subsequent to the completion of the historic resources field survey and research efforts, AECOM will prepare a draft technical report that summarizes the findings of the historic resources survey and shall contain sufficient evidence to either support NRHP eligibility recommendations for all historic resources encountered in the APE or make a case for conducting additional work. The NRHP eligibility recommendations will be based on the NPS Bulletin *How to Apply the National Register Criteria for Evaluation*. An effects assessment for each historic resource listed in the NRHP or recommended eligible for listing in the NRHP will also be included in the draft technical report.

Due to the length of the draft alignment alternatives and potential for a phased survey approach, the submittal of interim draft technical reports may be necessary. Interim technical draft reports will be organized by county. Each historic resource presented in the interim technical draft reports will be documented on a THC Historic Resources Survey Form that will include photographs of the resource. The historic resources will also be documented in tabular format and mapped on current aerial photographs. Final identification numbers will be provided to each historic resource, formatted to include the first two letters of the county in which the resource was recorded followed by a number assigned sequentially from north to south and west to east.










One printed copy of the interim draft technical reports will be submitted to THC for review. Once all historic resources within the APE have been recorded and all interim draft reports have been reviewed, one complete draft technical report will be compiled and submitted to THC for review. After addressing THC comments to the compiled draft technical report and completion of necessary Section 106 consultation, AECOM will furnish one hardcopy of the final technical report and one CD or DVD containing a PDF of the final technical report to THC.

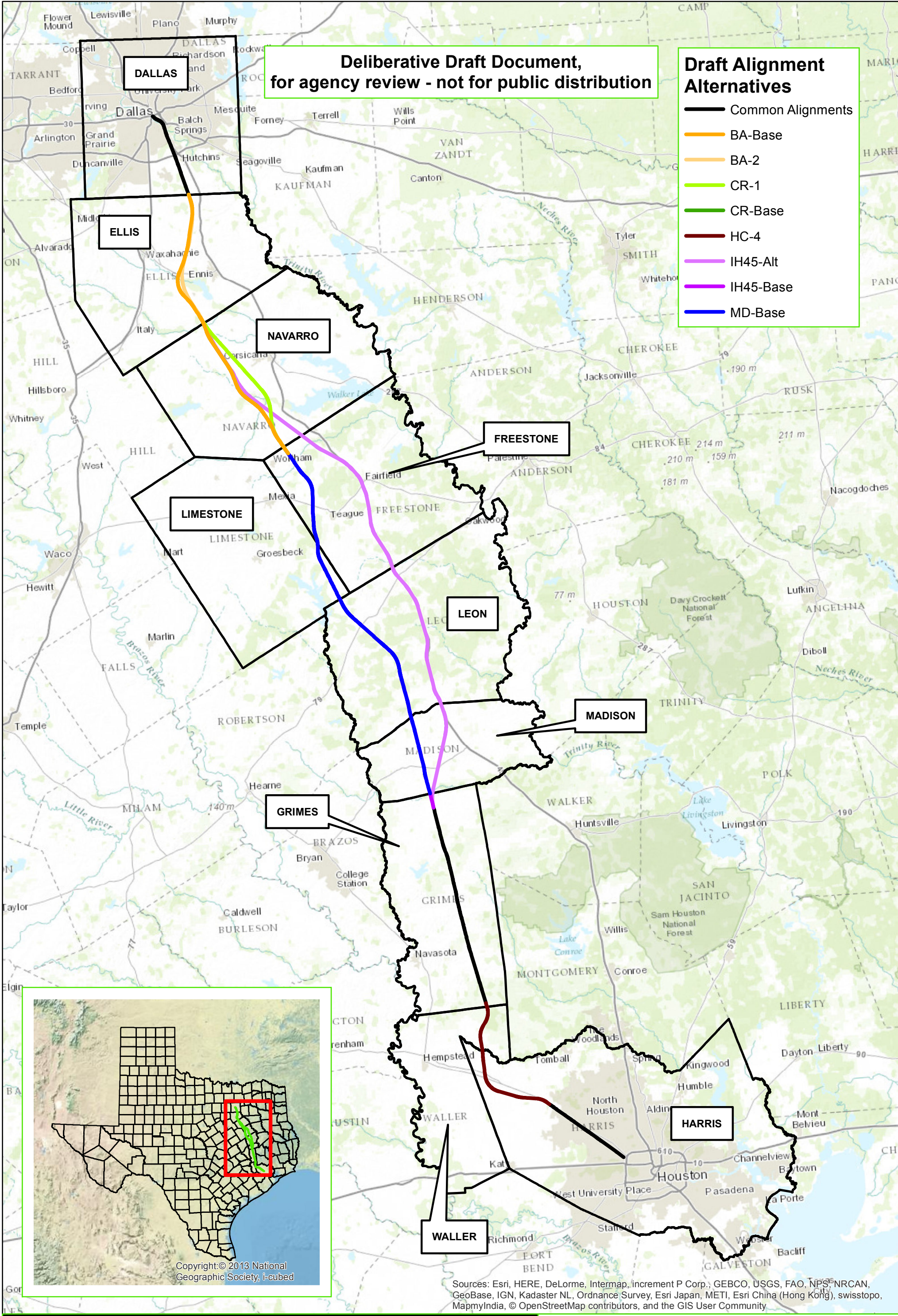




**Deliberative Draft Document,  
for agency review - not for public distribution**

**Draft Alignment Alternatives**

-  Common Alignments
-  BA-Base
-  BA-2
-  CR-1
-  CR-Base
-  HC-4
-  IH45-Alt
-  IH45-Base
-  MD-Base



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Figure 1:  
Draft Alignment  
Alternatives**





**MAPS REDACTED DUE TO CULTURALLY SENSITIVE INFORMATION**

## McDougall, Tanya

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**From:** melissa.hatcher@dot.gov  
**Sent:** Monday, November 23, 2015 12:01 PM  
**To:** Linda.Henderson@thc.state.tx.us  
**Cc:** Elizabeth.Brummett@thc.state.tx.us; McDougall, Tanya; Inman, Megan  
**Subject:** RE: Texas SHPO comment and question on Dallas to Houston rail project  
**Attachments:** Section\_106\_Consulting\_Parties\_Invite\_List.xlsx

Hi Linda,

Thanks for your comments on concurrence with the research design for non-archeological resources. As you suggested, I will add Boren Reagor Springs Historical Society to the list of potential consulting parties. Formal written invitations to consulting parties based on the attached list were sent out in late February 2015. Those highlighted in green accepted the formal invitations. Harris County was the only one to formally decline. Please let me know if there are other parties that should be considered. We plan to contact all of these parties during the survey effort to request information on historic resources now that we have identified the alignments that are being evaluated.

The public outreach plan is broad and covers all agency and public involvement for the EIS, including Section 106. I will gladly share the most recent version with you if requested. However, it may not be the most appropriate or succinct document to attach to the research design. For Section 106, the outreach plan is relatively generic talking about the general time periods in which consultation will be sought. On behalf of the EIS team at FRA and AECOM (URS), we will continue to work with you and the THC team on consultation and coordination pursuant to Section 106.

Best regards,  
Melissa

Melissa Hatcher  
Environmental Protection Specialist  
Federal Railroad Administration  
(202) 493-6075

-----Original Message-----

From: Linda Henderson [mailto:Linda.Henderson@thc.state.tx.us]  
Sent: Wednesday, November 18, 2015 1:35 PM  
To: Hatcher, Melissa (FRA)  
Cc: Elizabeth Brummett  
Subject: Texas SHPO comment and question on Dallas to Houston rail project

Melissa,

Hello! We received this query through our website, and I am sharing my response with you so you are aware of it. Would you please make sure that the Boren Reagor Springs Historical Society is listed as a potential consulting party for Ellis County/Boren Cemetery?

That's the one thing I am going to comment on in my response on the non-archeological survey methodology-- consulting parties. I know we talked about them generally but I do not recall making specific recommendations relative to this research design submittal. Do you think it's appropriate to include them in the survey methodology? Their input can be important to knowing more about properties as we evaluate them. Do you have a public outreach plan you can

share that I can attach to what we're currently reviewing? Other than that question, I am in concurrence with what is outlined in the methodology, and once I've heard from you, I'll get our response out.

Thanks,

Linda

Linda Henderson  
Historian, Federal Programs  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
phone: 512/463-5851  
www.thc.state.tx.us

-----Original Message-----

From: Linda Henderson  
Sent: Wednesday, November 18, 2015 12:28 PM  
To: 'kacod@sbcglobal.net'  
Subject: FW: Form submission from: Need Help? Ask Us.

Mr. Cooke,

Bob Brinkman forwarded me your question. I am one of our agency's reviewers for the Dallas-to-Houston high-speed train project. I apologize in advance for what is going to seem like a very bureaucratic answer, but I wanted to give you as much information as possible.

We are currently reviewing the research design for the rail project's consultants, and they have already flagged the Boren Cemetery as a property to be studied. We will be evaluating the property as part of our review of the proposed rail project under the federal Section 106 regulations.

Even with state recognition, like the Historic Texas Cemetery designation, cemeteries are most often not considered "historic properties" under Section 106, which uses that phrase to mean "eligible for or listed in the National Register of Historic Places." Under the National Register criteria, a cemetery must have special qualities that distinguish it from other cemeteries. The state marker and HTC designation is focused more on identifying cemeteries--to get them noted on maps and in deed records, so they do not have those same criteria.

As part of the survey work that will be done for the proposed rail project, consultant historians and archeologists will be reviewing all historic-age properties--including Boren Cemetery--to see if they are eligible for National Register listing, and we will have an opportunity once that work is done to agree or disagree with their findings.

They should also be holding public meetings and reaching out to local historical commissions and groups, so I will be sure to give them your contact information! We value your feedback and will ensure that your comments are included in their analysis.

The Federal Rail Administration is the agency coordinating with our office, and you can find project information on their website: <https://www.fra.dot.gov/Page/P0700>. There is a place there for the public to send in comments, and you and

your group should definitely get on their radar! Be sure to identify yourself and that you are concerned about a historic cemetery.

Please let me know if you have any other questions.

Best,

Linda

Linda Henderson  
Historian, Federal Programs  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
phone: 512/463-5851  
[www.thc.state.tx.us](http://www.thc.state.tx.us)

-----Original Message-----

From: Bob Brinkman  
Sent: Wednesday, November 18, 2015 10:27 AM  
To: Linda Henderson  
Subject: FW: Form submission from: Need Help? Ask Us.

Bob Brinkman  
Coordinator, Historical Markers Program  
History Programs Division  
Texas Historical Commission  
P.O. Box 12276  
Austin, Texas 78711-2276  
512.463.8769  
512.475.3122 fax  
[www.thc.state.tx.us](http://www.thc.state.tx.us)

-----Original Message-----

From: [admin@thc.state.tx.us](mailto:admin@thc.state.tx.us) [mailto:[admin@thc.state.tx.us](mailto:admin@thc.state.tx.us)]  
Sent: Tuesday, November 17, 2015 11:05 AM  
To: Bob Brinkman  
Subject: Form submission from: Need Help? Ask Us.

Submitted on Tuesday, November 17, 2015 - 11:04am Submitted by anonymous user: [66.196.202.14] Submitted values are:

Category: Historical Markers

Ask a Question: I am on the Board for the Boren Reagor Springs Historical

Society. We oversee the preservation of the Boren Cemetery. It has a historical marker and is a Historic Texas Cemetery. Neighbors have contacted us that they have been contacted by land surveyors regarding the Bullet Train project. We have not yet been contacted. Is our cemetery, with its designation and marker, protected from such a project? Thanks. --kyle cooke Email (for a response): kacod@sbcglobal.net

--Historical Markers--

Historical Markers Email: bob.brinkman@thc.state.tx.us

The results of this submission may be viewed at:

<http://www.thc.state.tx.us/node/1715/submission/4131>





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

1200 New Jersey Avenue, SE  
Washington, DC 20590

**OCT 29 2015**

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
108 W. 16<sup>th</sup> Street  
Austin, Texas 78701

**Subject: Archeological Resources Coordination Pursuant to Section 106 of the National Historic Preservation Act for the Dallas to Houston High-Speed Rail Project**

Dear Mr. Wolfe,

The Federal Railroad Administration (FRA) is conducting an environmental review for the Dallas to Houston High-Speed Rail Project (Project) proposed by Texas Central High-Speed Railway, LLC (TCR) and its affiliates (Project Proponent). FRA is authorized to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal undertaking and requires review under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended. Furthermore, portions of the Project fall within non-federal public land, or land under the ownership or control of a political subdivision of the State of Texas, and these areas require review by the Texas Historical Commission (THC) under the Antiquities Code of Texas.

To assist in meeting compliance requirements under Section 106 and the Antiquities Code of Texas, and in support of the Environmental Impact Statement (EIS) FRA is preparing as required by NEPA, attached to this letter is the Archeology Antiquities Permit Application and research design (Attachment A) for the proposed archeological survey to be conducted for the Project. For your review, the research design contains the results of a background review and a summary of the recommended survey methodology. In addition, maps are attached, presented on CD that illustrate the Project area and previously recorded archeological sites within a 1,000-meter study area. Per THC guidance, the non-archeological historic resources survey effort for the Project will be coordinated separately.

FRA is consulting with you in accordance with 36 CFR Part 800 implementing Section 106 for this undertaking. At the present time, FRA is seeking your concurrence on the adequacy of the Area of Potential Effects (APE) for archeological resources.

FRA also respectfully requests the concurrence of the THC for the recommendations presented in the attached archeology research design for the Project, including the survey methodology.

Should you have any questions regarding this request, please feel free to contact Melissa Hatcher at (202) 493-6075 or [Melissa.Hatcher@dot.gov](mailto:Melissa.Hatcher@dot.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David Valenstein". The signature is fluid and cursive, with a long horizontal stroke at the end.

David Valenstein  
Division of Environmental and Corridor Planning

Enclosures

# ANTIQUITIES PERMIT APPLICATION FORM ARCHEOLOGY

## GENERAL INFORMATION

### I. PROPERTY TYPE AND LOCATION

Project Name (and/or Site Trinomial) Dallas to Houston High-Speed Rail Project  
 County (ies) Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris  
 USGS Quadrangle Name and Number See Attachment A: Research Design  
 UTM Coordinates Zone E N  
 Location See Attachment A  
 Federal Involvement  Yes  No  
 Name of Federal Agency Federal Railroad Administration  
 Agency Representative Melissa Hatcher

### II. OWNER (OR CONTROLLING AGENCY)

Owner \_\_\_\_\_  
 Representative \_\_\_\_\_  
 Address \_\_\_\_\_  
 City/State/Zip \_\_\_\_\_  
 Telephone (include area code) \_\_\_\_\_ Email Address \_\_\_\_\_

### III. PROJECT SPONSOR (IF DIFFERENT FROM OWNER)

Sponsor Texas Central High-Speed Railway, LLC  
 Representative Melvin E. Richmond  
 Address 4343 Thanksgiving Tower, 1601 Elm St  
 City/State/Zip Dallas, Texas 75201  
 Telephone (include area code) 214-785-6015 Email Address mrichmond@texascentral.com

## PROJECT INFORMATION

### I. PRINCIPAL INVESTIGATOR (ARCHEOLOGIST)

Name Steve Ahr, RPA  
 Affiliation AECOM  
 Address 1950 North Stemmons Freeway, Suite 6000  
 City/State/Zip Dallas, TX 75207  
 Telephone (include area code) 210-321-4992 Email Address steve.ahr@aecom.com

ANTIQUITIES PERMIT APPLICATION FORM (CONTINUED)

II. PROJECT DESCRIPTION<sup>aa</sup>

Proposed Starting Date of Fieldwork November 2015 <sup>aa</sup> aa  
Requested Permit Duration 5<sup>aa</sup> X Years 0 Months (1 year minimum)  
Scope of Work (Provided an Outline of Proposed Work) See Attachment A: Research Design

III. CURATION & REPORT<sup>aa</sup>

Temporary Curatorial or Laboratory Facility AECOM Dallas, Texas <sup>a aa aa a</sup> a  
Permanent Curatorial Facility Texas Archeological Research Laboratory

IV. LAND OWNER'S CERTIFICATION<sup>aa</sup>

I, \_\_\_\_\_, as legal representative of the Land Owner, \_\_\_\_\_, do certify that I have reviewed the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Owner, Sponsor, and Principal Investigator are responsible for completing the terms of the permit.  
Signature<sup>aa</sup> \_\_\_\_\_ Date \_\_\_\_\_<sup>aa</sup>

V. SPONSOR'S CERTIFICATION

I, Melvin E. Richmond, Jr, as legal representative of the Sponsor, aa  
Texas Central High-Speed Railway, LLC, do certify that I have review the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Sponsor, Owner, and Principal Investigator are responsible for aa completing the terms of this permit.  
Signature \_\_\_\_\_ Date 20 Oct 2015

VI. INVESTIGATOR'S CERTIFICATION<sup>aa</sup>

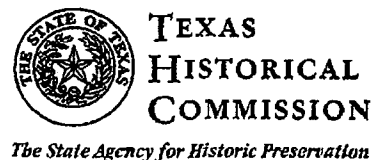
I, Steve Ahr, as Principal Investigator employed by AECOM (Investigative Firm), do certify that I will execute this project according to the submitted plans and research design, and will not conduct any work prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Principal Investigator (and the Investigative Firm), aa as well as the Owner and Sponsor, are responsible for completing the terms of this permit.  
Signature \_\_\_\_\_ Date 10-28<sup>a</sup> 15

Principal Investigator must attach a research design, a copy of the USGS quadrangle showing project boundaries, and any additional pertinent information. Curriculum vita must be on file with the Archeology Division.

FOR OFFICIAL USE ONLY

Reviewer \_\_\_\_\_ Date Permit Issues \_\_\_\_\_  
Permit Number \_\_\_\_\_ Permit Expiration Date \_\_\_\_\_  
Type of Permit \_\_\_\_\_ Date Received for Data Entry \_\_\_\_\_

Texas Historical Commission<sup>aa</sup>  
Archeology Division  
P.O. Box 12276, Austin, TX 78711-2276  
Phone 512/463-6096  
www.thc.state.tx.us  
3/3/09



**Attachment A**

**RESEARCH DESIGN**

**ARCHEOLOGICAL SURVEY FOR THE DALLAS TO HOUSTON  
HIGH-SPEED RAIL PROJECT**

(Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes,  
Waller, and Harris Counties)

*Prepared for*

Federal Railroad Administration (FRA)

*Prepared by*

AECOM  
1950 North Stemmons Freeway  
Dallas, Texas 75207

December 2015

## INTRODUCTION

The Federal Railroad Administration (FRA) has initiated a National Environmental Policy Act (NEPA) evaluation of Texas Central High-Speed Railway, LLC's (TCR) and its affiliates (Project Proponent) proposal to construct and operate a high-speed passenger railroad (Project) between Dallas and Houston, Texas (**Figure 1**). As required by NEPA, FRA is preparing an Environmental Impact Statement (EIS) to accomplish this evaluation. AECOM, under contract with FRA, proposes to conduct the archeological resources survey for the Project in support of the EIS, as well as to assist in meeting applicable requirements under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the Antiquities Code of Texas.

As a federal agency, FRA has the authority to regulate the safety of railroads, including the Project, and must make specific safety determinations regarding the type of trainset proposed to be constructed and operated as part of the Project prior to initiation of passenger service. For this Project, FRA may issue a Rule of Particular Applicability (regulations that apply to a specific railroad or a specific type of operation), a series of waivers, or another action that will ensure the Project is operated safely. This constitutes a federal action and triggers an environmental review under NEPA and Section 106. In accordance with Advisory Council on Historic Preservation (ACHP) regulations pertaining to the protection of historic properties (36 CFR 800), federal agencies are required to assess the effects of their undertaking on historic properties prior to issuing permits or funding. Historic properties are defined as those properties that are included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Therefore, the Project is subject to review by the Texas State Historic Preservation Office (SHPO), formally known in Texas as the Texas Historical Commission (THC).

A total of six end-to-end draft alignment alternatives have been developed for the Project, which cross portions of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties (see **Figure 1**). The non-overlapping portions of these draft alignment alternatives represent a combined total of approximately 442 linear miles of potential impacts. Construction of the high-speed rail line will consist of entirely new track. Due to the length of the Project, however, it is anticipated that access to properties will be restricted during the EIS process, and as allowed by 36 CFR 800.4(b)(2), a phased approach for the identification and evaluation of historic properties will be necessary.

While a majority of the Project is located on private property, various portions of the Project fall within non-federal public land, or land that is under the ownership or control of a political subdivision of the State of Texas. As a result, these areas are within the purview of the Antiquities Code of Texas, which requires the THC to review actions that have the potential to disturb prehistoric or historic sites within the public domain. Regulations pertaining to the code can be found within Title 13, Part 2, Chapter 26 of the Texas Administrative Code (TAC). THC issues Antiquities Permits that stipulate the conditions under which survey, discovery, excavation, demolition, restoration, or scientific investigations can occur. Therefore, AECOM is submitting this research design in support of an Antiquities Permit application for conducting an intensive archeological survey (13 TAC 26.13 and 26.15).

## PROJECT DESCRIPTION

TCR is a Texas-based company formed in 2009 to bring high-speed passenger rail to Texas. TCR has taken a private-sector approach for the deployment of high-speed rail in Texas. Working closely with Central Japan Railway Company (JRC), TCR is promoting the deployment of a high-speed rail system

based on JRC's N700-I Bullet System (known as Shinkansen) that will have a maximum operating speed of 205 miles per hour (mph) and a travel time of less than 90-minutes between the two cities.

The Project will extend approximately 240 miles long, with an estimated right-of-way (ROW) width of approximately 100 feet (ft), and varying depths of impact. Additional acreage is expected to be utilized for ancillary facilities consisting of passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses. To date, design efforts have focused on the rail alignment, the principal component of the Project. Once the rail alignment is fixed, siting and conceptual design of the ancillary facilities will begin.

To minimize the impacts of the Project's construction and operation on the land and communities through which it travels, the Project will consist of entirely new track that will be completely grade-separated, meaning that all crossings would be under or over the rail line and not at the same elevation as the high-speed tracks, and reserved for the exclusive use of the N700-I Bullet System.

The Project will involve construction of two general rail design concepts: the first is at-grade construction where the rail is located on an embankment structure and separated from other transportation modes; and the second is an elevated concept (pier and beam) where the rail is located on an elevated viaduct structure. The alignment will consist of a mixture of these two general types of construction and will also include an assortment of culverts, short span bridges, and long span crossings as required to address site-specific requirements and to mitigate impacts. Based on preliminary construction schematics/plans, the Project maximum height at-grade will be approximately 50 ft and for elevated structures the maximum height will be approximately 70 ft.

### ***At-Grade Rail Design***

The high-speed rail technology and operating philosophy requires that no other vehicle (car, truck, or train) be allowed to access or cross the rails, leading to a design of a completely grade-separated railroad system. Various types of crossing methods are available, and the type used would be based on the unique characteristics at each crossing. The available crossing methods are:

Rail over road; and  
Road over rail;

The initial alignment studies, and subsequent studies of the alignment alternatives, included between 250 and 350 crossings, of which approximately 75 percent are grade crossings. All at-grade crossings will be replaced with grade-separated crossings. To incorporate these treatments, solutions may include changing the location of frontage or side roads, or cloverleaf bridges in tight sections where the road is closer to the track.

At-grade track may be used where the ground is relatively flat, and in rural areas where there is limited potential to interfere with local roadways. The at-grade track would be built on compacted soil and ballast material (a thick bed of angular rock) to prevent subsidence or changes in the track surface from soil movement. To avoid potential disruption of service from floodwater, the rail would be constructed above the 100-year floodplain. The height of the at-grade profile may vary to accommodate slight changes in topography, provide clearance for storm water culverts and structures in order to allow water flow, and sometimes wildlife movement.

Roadway overcrossings would be utilized when a typical roadway would be grade-separated over an at-grade high-speed rail track alignment. Roadway under crossings may be required for grade-separation below an at-grade high-speed rail track alignment. Elevated high-speed rail road crossings may be built in downtown urban areas where the use of an elevated rail may be the only means to access downtown areas.

### ***Elevated Rail Design (Viaduct)***

Elevated structure will be used to maintain the design grade for the track and to potentially avoid sensitive environmental features. Larger floodplains and select infrastructure would be crossed with elevated structures when a ground level design is not suitable. The initial alignment studies identified approximately 175 locations where a bridge may be required; conceptual engineering is ongoing to determine optimal use of elevated structures versus at-grade. Piers may be spaced at 120 feet (36.6 m) and the beams may have an air gap of 18 feet (5.5 m). Depths of impacts will depend on geotechnical site conditions, but could be as deep as 70 feet below ground surface.

## **AREA OF POTENTIAL EFFECT**

As defined in 36 CFR 800.16(d), an Area of Potential Effect (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic resources, if any such resources exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The archeological APE is defined on the basis of the current Project understanding at the time of this permit application. The archeological APE will be comprised of the construction footprint of the six draft alignment alternatives (approximately 100 feet [30.48 m] in width), any permanent and temporary easements, access roads, drainage swales, all locations of ancillary facilities (e.g., passenger stations, rail car and track maintenance facilities, electrical substations, maintenance roads, and signal houses), and any other Project-specific locations designated by the Proponent. The APE is focused on any potential direct effects resulting from ground-disturbing activities associated with construction of the railway. Ground disturbing activities may include excavation, grading, cut-and-fill, easements, staging areas, utility relocation, or drilling. Location specific conditions will dictate the depth of subsurface disturbance.

## **ENVIRONMENTAL SETTING**

The draft alignment alternatives cross a variety of environmental settings, which are introduced here in a very broad regional manner. The Project spans the east-central portion of Texas through ten counties from north to south; Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris.

### ***Hydrology***

The Project traverses through the Trinity River Basin, skirting to the east of the Brazos River Basin, and ending within the San Jacinto River Basin in Houston (BEG 1996a). Numerous named and unnamed intermittent and ephemeral streams are located along the draft alignment alternatives.



### **Physiography**

The Project spans the physiographic region of the Gulf Coastal Plains, with the low rolling topography of the south and east tilting geologic beds of chalks and marls of the Blackland Prairies in the northern counties of Dallas, Ellis, and Navarro; the parallel ridges and valleys of the Gulf tilting geologic beds of unconsolidated sands and muds of the Interior Coastal Plains in the central counties of Freestone, Limestone, Leon, Madison, and Grimes; and the nearly flat prairie of geologic deltaic sands and muds of the Coastal Prairies in the southern counties of Waller and Harris. The Gulf Coastal Plains range in elevation from 0 to 1,000 feet above mean sea level (amsl) (BEG 1996b).

### **Geology**

The draft alignment alternatives cross 11 geological groups and formations defined by the Bureau of Economic Geology (BEG), ranging in age from the Cretaceous through the Pleistocene (BEG 1968, 1970, 1972, 1974, 1992). The geologic groups and formations, decreasing in age from northwest to southeast, consist of the Austin, Eagle Ford, Woodbine, and Upper Washita Groups; the Navarro and Taylor Groups; the Wilcox and Midway Groups; the Claiborne Group; the Yegua Formation; the Jackson Group; the Catahoula Formation; the Fleming and Oakville Formations; the Willis Formation; the Lissie Formation; and the Beaumont Formation.

Beginning in Dallas County, the Cretaceous-age Austin Chalk formation (Kau) underlies the Project (BEG 1970, 1972). In Ellis and Navarro Counties, the Project is underlain by the Cretaceous-age Navarro and Taylor Groups, which include marls and sandy marls of the Ozan Formation (Ko), the Wolf City Formation (Kwc), and Marlbrook Marl (Knm). Upland soils developed upon these formations within the Blackland Prairies are comprised mainly of clay-rich, expansive Vertisols that formed within calcareous clays and marls. Given the residual nature of these soils, and their high shrink-swell potential, there is little likelihood that any cultural materials would be buried in primary context in these upland settings. However, nearer stream crossings it is possible that cultural materials are present in floodplain deposits and on older soil surfaces beneath younger Holocene overbank veneers.

Southeast from Freestone and Limestone Counties, the Project moves from Cretaceous-age chalk and marls, to traversing a basinward series of down-dipping, fluvial-deltaic formations that are Paleogene through Quaternary in age (BEG 1968, 1970, 1974, 1992). Most of these formations are comprised of weakly-consolidated sedimentary rocks of cross-bedded quartz sand, intercalated with thin beds of clay, sandy clay, and ironstone concretions. The Paleocene Wilcox and Midway Groups make up much of the bedrock geology of Freestone and Limestone Counties, with the Tehuacana Member of Kincaid (Kwc), Hooper (Eh), Simsboro (Esb), and Calvert Bluff Formations (Ecb) from northwest to southeast. The underlying Eocene geology within Leon, Madison, and Grimes Counties is comprised of the Carrizo Sands (Ec), Reklaw (Er), Queen City Sand (Eqc), Sparta Sand (Es), Stone City (Esc), Cook Mountain (Ecm), Yegua (Ey), Wellborn (Ewb), Caddell (Eca), the Manning Formation (Em), and Whitsett (Eow) Formations.

Sandy loam soils are typically found capping the upland surfaces associated with Tertiary formations across the Gulf Coastal Plain. These soils are taxonomically classified as Alfisols, which formed on ancient, stable landscapes that are at least Pleistocene in age, or older. These soils often exhibit strong, coarse-over-fine textural contrasts between the upper and lower parts of the solum. The sandier A through E horizons are referred to by archeologists as the *sandy mantle*, which often contains buried archeological deposits, sometimes in correct stratigraphic order, while cultural materials are absent from the lower clayey subsoil horizons (Bruseh and Martin 2001; Frederick et al. 2002; Heinrich 1986; Mandel 1987; Thoms 1993). The ages of these upland soils, along with artifact burial process and

integrity potential, has been strongly debated (Ahr et al. 2012, 2013; Frederick et al. 2002). It has been suggested that the burial and stratification of cultural materials within the sandier horizons in upland settings occurred contemporaneously with widespread geomorphic activity, such as eolian deposition during more arid phases of the Holocene, and that this resulted in the burial and preservation of some sites and features (Boutler et al., 2007, 2010; Frederick et al., 2002). Recent research, however, suggests that such a geomorphic event did not occur on a regional basis, though small-scale localized erosion and deposition could have resulted under certain geomorphic and pedologic conditions (Ahr et al. 2012). Absent any geomorphic burial agents, artifact movement down profile in upland settings would have resulted from bioturbation and gravity. Thus, while sandy upland areas of the Project likely offer good potential for containing archeological materials, the degree of archeological integrity is not likely to be high due to the potential for soil mixing. Recent (Holocene) alluvial deposits associated with floodplains offer greater preservation potential for buried archeological sites. But, because of poor drainage and frequent saturation, they may have been less desirable for prehistoric habitation.

The Miocene-age Catahoula (Mc) and Fleming (Mf) Formations in southern Grimes County give way to Pleistocene-age clay, silt, and sand deposits of the Willis Formation (Qwl and Qwc), which continue on into Waller and Harris Counties (BEG 1968, 1974, 1992). The Willis Formation consists of fluvial clay, silt, sand, and gravel deposits and is subdivided into two members based on the degree of weathering and age (BEG 1992; Bradley 1985; Duessan 1924; Fisk 1938; Bernard 1950). The less weathered Willis member (Qwl) is comprised of clay, silt, sand and siliceous gravels, deeply weathered and lateritic, and indurated by clay and cemented by iron oxides (BEG 1968, 1992). This member is strongly dissected into upland remnants surrounded by middle-Miocene deposits. The strongly weathered Willis member (Qwc) is preserved as prominent outcrop scarps and contains abundant iron concentrations and ferric concretions (BEG 1968, 1992). Toward the coast, these deposits give way to Pleistocene-age Lissie (Ql) deposits, and the Beaumont (Qb) Formation that extends from the Texas-Louisiana border to southwest of Corpus Christi.

The Beaumont Formation occurs as an offlapped sequence of coastwise, alluvial-deltaic plain sediments that were deposited during the latest interglacial highstand, from the middle to the late Pleistocene (Blum and Aslan 2006; Blum and Price 1994; Winkler 1982). Beaumont surfaces have been mapped and differentiated into numerous cross-cutting meanderbelt facies, with intervening floodplain depositional environments (BEG 1992; DuBar et al. 1991; Blum and Aslan 2006; Blum and Price 1994). The spatial distribution of clay, silt, and fine sand within the Beaumont formation reflect the distribution of these major channel, point bar, levee, and backswamp facies. Sandy clays and sands are present in multi-storied stacks of flood basin mud and splay sands (Blum et al. 1995). Developed on these are thick A and E horizons in the sandier regions, and well-developed Bt and Bk horizons in the more clayey regions. The non-sandy portions of the Beaumont surface are characterized by clay-rich Vertisols, with high shrink-swell capacity, representing floodbasin, backswamp, and abandoned channel-fill muds with low permeability, high water holding capacity, high compressibility, high to very high shrink-swell potential, poor drainage, level to depressed relief, low shear strength, and high plasticity (BEG 1992). The Beaumont Formation has been dated to more than 35,000 to 40,000 years before present (B.P.) by radiocarbon analysis (Birdseye and Aronow 1991), and to between approximately 70,000 to 115,000 years B.P. by thermoluminescence (TL) dating (Blum and Price 1994; Blum et al. 1995; Durbin et al. 1997). Given the age of the Beaumont Formation, which predates human occupation of North America, low geoarchaeological potential exists (Abbott 2001).

Pleistocene terraces and recent Holocene-age valley fills comprise the bulk of Late Quaternary depositional units traversed by the draft alignment alternatives. On the coastal plain, terrace landforms

are informally known as “Deweyville terraces” (Bernard 1950), and are mapped stratigraphically between Holocene floodplain deposits and the Pleistocene-age Beaumont surface (Blum et al. 1995). Large abandoned arcuate meander scars along valley walls are the principal distinguishing geomorphic characteristic of these older terrace deposits and suggest greater discharge regimes than modern stream systems (Barton 1930).

Holocene-age deposits are extensive within the stream valleys traversed by the Project and are of the appropriate age to contain cultural materials. Alluvial stratigraphic studies in Central Texas suggest that many Texas alluvial valleys began to aggrade sometime during the late Pleistocene or early Holocene. Except in valleys that have undergone significant erosion, early Holocene alluvium likely comprises a significant portion of the valley floors within the Project area. The extent to which older Holocene alluvial fills are preserved is not currently known, however, and is largely dependent upon variations in floodplain evolution, such as avulsions and cutting and filling rates, within a valley. As such, deep prospection would be needed to confirm this.

### Soils

Natural Resources Conservation Service (NRCS) county soil surveys were used to identify and characterize the soils within the Project area, which offer insights into the burial and preservation potential of archeological sites. By grouping the soils into general soil associations (**Table 1**), general observations regarding site integrity potential can be made. In general, level, deep soils on floodplains offer greater potential to contain deeply buried and preserved sites, while clayey, residual soils on upland plains or moderately sloping uplands exhibit lower overall burial potential and may contain shallow site deposits that are mixed.

<b>Soil Association</b>	<b>County</b>	<b>Description</b>
Houston Black-Heiden	Dallas	Nearly level to strongly sloping, deep, clayey soils; on uplands
Trinity-Frio	Dallas	Nearly level, deep, clayey soils; on flood plains
Austin-Houston Black	Dallas	Nearly level to sloping, moderately deep, clayey soils; on uplands
Houston Black-Houston	Ellis	Gently sloping, very deep, clayey soils; on upland ridges and plains
Burleson-Houston Black-Lewisville	Ellis	Nearly level to sloping, very deep, clayey soils; on terraces and valley slopes
Trinity-Frio	Ellis	Nearly level, deep, clayey soils; on flood plains
Crockett-Wilson	Navarro	Moderately sloping, deep, clayey soils, on uplands and stream terraces
Houston Black-Heiden	Navarro	Deep, Nearly level to strongly sloping, deep, clayey soils; on uplands
Trinity-Kaufman	Navarro	Nearly level, very deep, clayey soils; on flood plains
Crockett	Freestone	Nearly level to moderately sloping, very deep, loamy soils; on uplands
Whitesboro	Freestone	Nearly level, very deep, loamy soils; on flood plains of large creeks
Edge-Tabor	Freestone	Nearly level to strongly sloping, very deep, loamy soils; on uplands and high stream terraces
Padina-Silstid	Freestone	Gently sloping to moderately sloping, very deep, sandy soils; on uplands
Silawa-Gasil-Tabor	Freestone	Nearly level to strongly sloping, loamy soils; on stream terraces and uplands
Silstid-Gasil-Padina	Limestone	Gently sloping to strongly sloping, very deep, sandy soils; on uplands
Edge-Tabor	Limestone	Nearly level to strongly sloping, very deep, loamy soils; on uplands and high stream terraces
Axtell-Rader	Limestone	Nearly level and gently sloping, very deep, loamy soils; on stream terraces
Uhland-Nahatche	Limestone	Nearly level, very deep, loamy soils; on flood plains
Padina-Hilstid-Hearne	Leon	Gently sloping to moderately steep, deep, sandy and loamy soils; on savannahs

<b>Table 1 Project Area Soils</b>		
<b>Soil Association</b>	<b>County</b>	<b>Description</b>
Padina-Arenosa	Leon	Gently sloping to moderately steep, deep, sandy soils; on savannahs
Crockett-Benchly-Wilson	Leon	Nearly level to strongly sloping, deep, loamy soils; on prairies
Axtell-Radar	Leon	Nearly level to strongly sloping, deep, loamy soils; on savannahs
Margie-Jedd-Lexton	Leon	Gently sloping to steep, deep and moderately deep, loamy soils; on savannahs
Crockett-Benchley-Dimebox	Madison	Nearly level to gently sloping, loamy and clayey soils; on uplands
Rader-Gredge-Chazos	Madison	Very gently sloping to moderately sloping, loamy and sandy soils; high terraces and uplands
Rader-Derly	Madison	Nearly level and very gently sloping, loamy soils; on terraces
Gowker-Nahatche	Madison	Nearly level, loamy soils; on flood plains
Zulch-Zock-Boonville	Grimes	Nearly level to gently sloping, loamy soils; on flat ridges and foot slopes
Axtell-Lufkin-Gredge	Grimes	Nearly level to strongly sloping, loamy soils; on ridges and slopes
Singleton-Burlewash-Shiro	Grimes	Nearly level to strongly sloping, sandy and loamy soils; on hilltops and hillsides
Gomery-Shiro-Elmiina	Grimes	Gently sloping or moderately sloping, sandy soils; on broad ridgetops
Falba-Shiro-Greenvine	Grimes	Gently sloping or moderately sloping, sandy, loamy, and clayey soils; on ridgetops and side slopes
Freisburg-Crockett-Brenham	Grimes	Gently sloping or moderately sloping, loamy and clayey soils; on ridges and side slopes
Depcor-Fetzer-Huntsburg	Grimes	Gently sloping or moderately sloping, loamy and clayey soils; on ridgetops and slopes
Depcor-Splendora-Boy	Waller	Nearly level to gently sloping, sandy and loamy soils; on ridgetops and side slopes near streams
Hockley-Wockley-Monaville	Waller	Nearly level to gently sloping, loamy and sandy soils; on hillsides and ridges
Segno-Hockley	Harris	Nearly level to gently sloping, loamy soils; on uplands
Wockley-Gessner	Harris	Nearly level, loamy soils; on prairies
Clodine-Addicks-Gessner	Harris	Nearly level, loamy soils; on prairies
Katy-Aris	Harris	Nearly level, loamy soils; on prairies

Sources: Brooks et al. 1992; Coffee et al. 1980; Greenwade 1996; Greenwade 1984; Griffin 1998; Janak and Griffin 2002; Meade et al. 1974; Neitsch 1994; Neitsch et al. 1989; Wheeler 1976

### ***Ecoregions and Land Use***

The Project traverses three major ecoregions, comprised of similar soils, vegetation, climate, and topography. These ecoregions, from northwest to southeast, consist of the Texas Blackland Prairies, the East Central Texas Plains, and the Western Gulf Coastal Plains. Data regarding Texas ecoregions was obtained primarily from Griffith et al. (2007) who prepared a report on Texas ecoregions for the Texas Commission on Environmental Quality, the U.S. Environmental Protection Agency (EPA), the USDA, and other interested parties. The final report defined 12 Level III ecoregions and 56 Level IV ecoregions compatible with EPA ecoregion framework. The following provides general information on each of the level III and level IV ecoregions which will be crossed by the draft alignment alternatives. Where relevant and/or necessary, additional references and source material are cited in-text.

#### ***Texas Blackland Prairies***

The Blackland Prairie Region is primarily typified by rolling to nearly level plains, and is distinguished from surrounding regions by soils, vegetation, and geology (Griffith et al. 2007:61). Prior to Euroamerican settlement, an array of animal species were present in the region although the variety of species has declined over time and current game species typically include dove, quail, and fox squirrel along bottomlands (Griffith et al. 2007:61). The Blackland Prairie contains a high percentage of cropland and many areas have been converted from native grass communities to use for urban and industrial

purposes (Griffith et al. 2007:61). Native grass communities began to decline with the introduction of ranching and agriculture. The farming of cotton and other crops promoting extensive clearing of land resulted in the loss of much of the native prairie grasses (Griffith et al. 2007:62). Non-native grasses, introduced to the Blackland Prairie during the 19<sup>th</sup> and 20<sup>th</sup> centuries, include Johnson grass, Bermuda grass, and King Ranch Blustem. Frequent historic and prehistoric fires have shaped the ecology of the region by promoting new vegetation growth and preventing the encroachment of woodlands, although some wooded areas do exist (Griffith et al. 2007:61-62). The Blackland Prairie is bisected by the broad floodplains and terraces of the Trinity, Brazos, and Colorado Rivers. These floodplains typically contain the aforementioned areas of forest and can include species of oak, hackberry, elm, ash, cottonwood, and pecan (Griffith et al. 2007:65). As with much of the other areas of the Blackland Prairie, many of these floodplains and terrace settings have been cleared over time for agricultural purposes.

### East Central Texas Plains

The East Central Texas Plains Region is comprised mainly of post oak savannah vegetation (Griffith et al. 2007:66). This region exhibits a varied topography, with level to gently rolling landscapes in the north, and more highly dissected landscapes to the south (Griffith et al. 2007:66). Consequently, agricultural development has been more prominent in the north while urbanization and mineral resources exploration was focused on the south (Griffith et al. 2007:66-68). The local habitat supports white-tailed deer, turkey, quail, and several species of squirrel. Within this post oak savannah setting are grassland ecoregions known as Prairies and Outliers. The Prairies and Outliers are defined largely by an approximately 100 mile stretch of narrow, isolated prairie (e.g., String Prairie) that runs along the Old San Antonio Road (Griffith et al. 2007:69). This prairie provided prime farmland along a major transportation route, which in turn promoted settlement of the area without the need to clear surrounding forests. The Prairies and Outliers also include distinct areas of mixed prairies between the Sulfur and Red Rivers. These mixed prairies contain grasses as well as dispersed woodland and have been utilized for ranching (Griffith et al. 2007:70). Floodplain bottomlands and low terrace areas contain numerous hardwood tree species.

### Western Gulf Coastal Plains

The Western Gulf Coastal Plains region is characterized by flat topography, and vegetation transitioning from the forest and savannahs to the west, to increasing grasslands and marshlands to the east along the coastline (Griffith et al 2007:73). River bottomlands, in particular, may contain woodlands although agriculture and urbanization in the area has resulted in significant impacts to native animal habitats. Bird, fish, and shrimp habitats remain important to native and migratory species. The Gulf Coastal Prairies in the area are very similar to those in the Texas Blackland Prairies with regard to vegetation composition and present species (Griffith et al. 2007:74). As such, the area was ideal grazing territory for bison and other animals prior to the arrival of European Americans. Recognizing the potential for grazing, cattle were brought in and ranching became a popular industry. As in the Texas Blackland Prairie, the grasslands were sustained through time with periodic fires that rejuvenated vegetation and prevented significant impediment of forests. Humans have, upon arrival, also utilized fire for this purpose although regular controlled burns had become the norm. In this region, floodplain bottoms and low terraces are covered by decreased diversity in tree species than in neighboring ecoregions. Much of these native species have been cleared, leaving a ground cover of mixed forest, cropland, and pasture (Griffith et al. 2007:77). Freshwater is readily available in a number of drainages within the floodplains and is split between the needs of aquatic life in bays and estuaries near the coast and human needs and uses of the surface water further inland (Griffith et al. 2007:77).

## RECORDS REVIEW

The Texas Archeological Sites Atlas (TASA) was consulted to identify any previously recorded archeological sites, NRHP-listed properties, State Antiquities Landmarks (SALs), and recorded cemeteries within a study area that extends for 1,000 m on either side of the draft alignment alternatives. TASA review indicates there are 234 archeological sites (**Table 2**) that had been previously recorded within this study area (TASA 2015). Out of the total recorded sites, 115 contain only prehistoric cultural materials, while 94 sites contain only historic materials, and 20 sites contain both historic and prehistoric materials. The cultural and temporal association was unknown for five sites.

Common prehistoric site types in the region include campsites, lithic procurement sites, burned rock and shell middens, and sites within alluvial terrace deposits (Fields et al. 1996). Of the prehistoric sites within the study area, 49 percent are lithic scatters, 47 percent are open campsites, 2 percent are middens, and 2 percent are lithic procurement sites. Historic site types in the region commonly include farmsteads, ranches, cemeteries, stone walls, mills, lime kilns, artifact or trash scatters, and industrial sites. Of the historic sites recorded in the study area, 67 percent are farmstead, homestead, or ranch-related sites (including buildings or other features), 15 percent are historic dumps or trash scatters, 11 percent of the historic sites are bridge or railroad related, and the remaining 7 percent represent historic cemeteries classified as recorded archeological sites. In addition to the cemeteries classified as archeological sites, 40 historic cemeteries are also located within the study area, of which three are described as “unknown graves.” The presence of these previously recorded sites indicates the high potential for previously unrecorded prehistoric and historic sites to be present in the APE.

<b>County</b>	<b>Prehistoric Only</b>	<b>Historic Only</b>	<b>Prehistoric and Historic Components</b>	<b>Unknown Period</b>	<b>Total Sites</b>
Dallas	14	13	1	0	<b>28</b>
Ellis	8	8	1	3	<b>20</b>
Navarro	10	4	3	1	<b>18</b>
Freestone	17	17	1	0	<b>35</b>
Limestone	4	0	0	0	<b>4</b>
Leon	34	39	12	0	<b>85</b>
Madison	6	2	0	0	<b>8</b>
Grimes	18	4	0	1	<b>23</b>
Waller	2	0	2	0	<b>4</b>
Harris	2	7	0	0	<b>9</b>
<b>Total Sites</b>	<b>115</b>	<b>94</b>	<b>20</b>	<b>5</b>	<b>234</b>

Source: THC 2015

A review of the TASA indicates that 130 cultural resources investigations have been performed within the study area. Previous archeological investigations have consisted primarily of linear and areal cultural resources surveys (**Table 3**).

<b>County</b>	<b>Areal Surveys</b>	<b>Linear Surveys</b>	<b>Total Surveys</b>	<b>Survey Area within Current Alignments (miles)</b>
Dallas	12	10	22	6.4
Ellis	6	4	10	0.8
Navarro	14	0	14	0.8
Freestone	9	2	11	5.0
Limestone	4	0	4	0.0
Leon	17	4	21	3.9
Madison	1	2	3	6.9
Grimes	9	3	12	2.8
Waller	1	0	1	0.0
Harris	24	8	32	8.3
<b>Total Surveys</b>	<b>97</b>	<b>33</b>	<b>130</b>	<b>34.9</b>

Source: THC 2015

### **ARCHEOLOGICAL PROBABILITY**

Background research indicates that the APE has a high likelihood for containing archeological sites. Historic sites generally have a greater surface visibility because they are usually either not buried as deeply as prehistoric sites, or are not buried at all. They are also often associated with surface features, such as wells and buildings, and, as a rule, contain a much higher density of artifacts. Historic sites often occur along old roads, and are more common in the uplands than on floodplains. During the survey, high historic probability areas will be identified for investigation by examining historic maps and overlays along specific project routes. When appropriate, intensive pedestrian survey in high historic probability areas will be supplemented with shovel testing to locate potential buried historic sites.

Prehistoric sites typically are found within relatively level, well-drained soils, on terraces and floodplains, interfluvial summits, shoulder- and toe-slopes overlooking valley floors, natural levees, upland-valley wall margins, and at stream confluences. Paleoindian through Middle Archaic sites are common within the lower slope portions of interfluvial areas along small streams (Fields et al. 1996; Prikryl 1993; Thoms et al. 2004), while Late Archaic and later sites are often situated on landforms adjacent to tributary stream floodplains, on sandy knolls, and on high terraces (Story 1990). Of the 140 prehistoric archeological sites that occur within the study area, 98 percent are located within 500 m of a stream.

Based on the likelihood for the presence of archeological sites in the region, the APE was stratified into zones of High, Medium, and Low Archeological Potential. High Archeological Potential (HAP) areas possess the greatest potential for containing prehistoric sites, including deep, well-drained loamy soils in relatively close proximity to natural water sources. Of the previously recorded prehistoric sites in the study area, 86 percent are within 300 m of a stream.

Moderate Archeological Potential (MAP) areas are less likely to contain archeological sites, due to increased distance to water, or other factors such as sloping topography or poor soil drainage. MAP areas include outer margins of wide floodplains, older terrace settings, and upland-valley wall margins. Of the previously recorded prehistoric sites in the study area, 12 percent are found at distances between 300 and 500 m from a stream.

Low Archeological Potential (LAP) areas are those areas in which prehistoric archeological sites are unlikely to be present because of steeply sloping topography (>20%), poor soil drainage, or significant distance to water (>500 m). Of the previously recorded prehistoric sites in the study area, only 2 percent are found at distances greater than 500 m from a stream.

The above stratification relies on assumptions about prehistoric cultural preferences (e.g., behavior) for sites to be located near loamy, well-drained soils, and certain topographic settings (e.g., elevated areas with level ground above water), and proximity to streams. Based on the current level of background research, these assumptions appear to be valid and confirmed by the distribution of extant sites within the study area. While this model favors identifying where sites are likely to be found, it fails to take into account the dynamic nature of the landscape, and thus, the potential for different areas to exhibit *integrity potential*.

Integrity potential refers to the likelihood that an area exhibits natural conditions conducive to the burial and preservation of archeological materials in such a way as to maintain the systemic site context. Integrity potential is considered relevant, because the Section 106 compliance processes require an evaluation of the effects of an undertaking on *historic properties*, which are sites that are listed in, or eligible for listing in the NRHP. In order to be a *historic property*, and therefore worthy of protection, the site must meet the legal criteria spelled out in 36 CFR 60.4, and it must possess integrity. For archeological sites, integrity commonly refers to the degree to which intra- and inter- site components have been preserved within its unique environmental site setting (i.e., systemic context). Similarly, at the state level, under Title 13, Part 2, Chapter 26, Subchapter C, Rule 26.10 of the Texas Administrative Code, an archeological site under the ownership or control of the State of Texas may also merit official designation as a SAL if it has the ability to contribute to a better understanding of history or prehistory, and if it is relatively well-preserved.

In order to account for the integrity aspect for the Project, the APE was further stratified into areas of High, Medium, and Low Integrity Potential. High Integrity Potential (HIP) areas include active depositional environments, such as floodplains, which are ideal for deep site burial and preservation. Other important depositional areas, such as natural levees, eolian deposits, and shoulder- and toe-slopes, are also present in the APE. Because site burial typically proceeds within a low-energy environment, preservation of systemic site context is enhanced, and sites in these settings often have enormous research potential due in part to vertical separation of different cultural components. Deeply-buried sites are also further removed from surface and near-surface impacts, but tend to be less visible due to great burial depth. Because the APE traverses numerous stream crossings and floodplain settings, where Holocene-age deposits often exceed 1 m in thickness, HIP conditions exist in numerous places within the APE.

Moderate Integrity Potential (MIP) areas include upland and older terrace settings that are less likely than HIP areas to exhibit the geologic conditions necessary for the deep burial of cultural materials. MIP areas exist where recent (Holocene) overbank sediments have shallowly buried cultural materials resting on older geologic surfaces, as well as colluvial slopes along valley walls and older terrace-valley wall settings that have undergone small-scale, localized sedimentation (e.g., minor slopewash episodes or the formation of thin overbank veneers). These areas are very slowly aggrading, with very limited potential for deep site burial. Due to the shallow depths of any artifact-bearing sediments, archeological materials may be bioturbated, and archeological integrity potential is lowered.



Low Integrity Potential (LIP) areas exist where there is no potential for the presence of buried archeological sites with reasonable integrity. Such areas include non-aggrading environments, including exposed bedrock, residual soils on uplands, or areas undergoing net soil erosion (e.g., lag setting). LIP areas also include those places that have been destroyed by construction impacts, such as roadways, easements, buried utilities, borrow pits, rutting, etc., or are otherwise physically inaccessible to standard survey methods.

It should be emphasized that assigning integrity potential was based solely upon environmental variables (e.g., geomorphological and depositional setting, soil types, past disturbances, etc.), rather than on the likelihood that sites may be present. Such an integrity-based approach is similar to the TxDOT-Houston District’s Potential Archeological Liabilities Mapping (PALM) (Abbott 2001). Unlike the Houston PALM, however, the model developed for the Project integrates behavioral-based archeological potential with environmental-based integrity potential. As a result of this integration, nine Evaluation Mapping Units (EMUs) were developed for the APE. Each EMU represents a unique set of cultural and environmental conditions requiring varying levels of field survey intensity. **Table 4** summarizes the probability and integrity modeling, which in turn provides a useful framework for efficiently carrying out fieldwork to conform to THC’s Archeological Survey Standards for Texas. Because this model is based solely on remotely sensed environmental data and known site distributions, unexpected field conditions may require field-methodological adjustments during the survey. Thus, a certain degree of flexibility in the survey effort is built into each of the EMUs in order to correspond to such unanticipated conditions. Where deviations are needed in field efforts, adequate justifications will be presented in the field survey report.

Table 4 Probability Matrix of Archeological and Integrity Potential of the APE			
Evaluation Mapping Unit	Potential	Conditions	Proposed Work
1	HAP-HIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils, mainly in medium to large stream valleys. Includes constructional surfaces such as Holocene-age floodplains and terraces, areas near stream confluences, springs, natural levees, larger valley shoulder- and toe-slopes, and eolian features at upland-valley wall margins. These areas tend to be conducive to rapid sedimentation and deep burial of archeological deposits.	Intensive backhoe trenching recommended due to likelihood for deeply buried deposits with reasonable integrity.
2	HAP-MIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils. This occurs mainly in small, narrow stream valleys that are either non-aggrading, or very slowly aggrading. Such areas are less conducive to rapid sedimentation and deep burial of archeological deposits. Includes narrow floodplains with possible thin overbank alluvial veneers, as well as some shoulder slope settings, side slopes, and upland-valley wall margins.	Intensive shovel testing recommended due to the potential for relatively shallow archeological materials. Backhoe trenching may be needed if Holocene-age sediments are deeper than anticipated, exceeding 1 m in depth.

**Table 4**  
**Probability Matrix of Archeological and Integrity Potential of the APE**

<b>Evaluation Mapping Unit</b>	<b>Potential</b>	<b>Conditions</b>	<b>Proposed Work</b>
3	HAP-LIP	Areas near water, typically within 300 m of a stream, with level, well-drained loamy soils. Limited to narrow, non-aggrading or erosional stream settings, with no potential for deep burial of archeological materials. In larger valley settings, the area exhibits low integrity potential due mainly to extensive impacts from construction, buried utilities, borrow pits, rutting, standing water, the presence of large-scale infrastructure, or other factors. As a result, these areas are unlikely to contain archeological materials in good context.	Pedestrian walkover survey of exposed, stable, and eroded soil surfaces. No subsurface excavations recommended due to prior disturbances. Document extant disturbances, noting any observed cultural materials. No further work unless field conditions reveal presence of intact soils.
4	MAP-HIP	Areas located between 300 and 500 m from water, including distal margins of wide floodplains, older terrace settings, and upland-valley wall margins within generally narrow stream valleys. Recent (Holocene) floodplain sediments and overbank veneers are likely to have buried cultural materials on older geologic surfaces. Such areas are generally slowly aggrading, but exhibit good potential for archeological deposits in good preservation context.	Intensive shovel testing recommended. Limited backhoe trenching may be warranted if soils are deeper than anticipated (>1 m). If archeological materials are found, intensive trenching may be necessary.
5	MAP-MIP	Areas located between 300 and 500 m from water, including older terrace settings, toe- and shoulder slopes, and upland-valley wall margins in relatively wide stream valleys. These areas have likely been subjected to localized sedimentation, possibly during slopewash episodes or during the formation of overbank veneers on older terrace settings. Such areas are very slowly aggrading and are less likely to exhibit the geologic conditions necessary for the deep burial of cultural materials.	Limited shovel testing recommended. Backhoe trenching may be needed if Holocene-age sediments are found to extend below 1 m.
6	MAP-LIP	Areas located between 300 and 500 m from water, typically within relatively narrow, non-aggrading stream valleys. While cultural materials have moderate potential to be present, there is low probability that these materials would be buried deeply due to stable and/or eroded surfaces.	Pedestrian walkover survey of stable and/or eroded soil surfaces. Documentation only for built areas of APE. No subsurface excavations recommended due to prior disturbances and soil erosion, unless field conditions reveal presence of intact soils.
7	LAP-HIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes undisturbed net-depositional areas, such as might exist in backswamp, swale, paleochannel, bog, marsh, or clayey oxbow channel fill settings. While these areas might exhibit high integrity potential, it is assumed that such settings were unattractive as occupation sites.	Pedestrian walkover assessment of field conditions; judgmental shovel testing to determine presence/absence of buried cultural material and soil depth and integrity. If archeological materials are found, backhoe trenching may be needed.

Table 4 Probability Matrix of Archeological and Integrity Potential of the APE			
Evaluation Mapping Unit	Potential	Conditions	Proposed Work
8	LAP-MIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes very slowly aggrading settings that may have received minor sediment inputs from thin overbank veneers, eolian deposits, or from colluvium on sideslopes within undulating uplands. These areas may have also been moderately impacted by natural forces or construction activities (e.g., roadways, easements, borrowing, buried utilities, etc.). May include bioturbated upland sand sheet deposits along upland divides and valley margins. Vertical component separation is possible, mainly due to soil mixing.	Pedestrian walkover assessment of field conditions; judgmental shovel testing to determine presence/absence of buried cultural material and soil depth and integrity. If archeological materials are found, additional shovel testing may be needed. Backhoe trenching may also be required if shovel testing reveals artifacts extend to at least 1 m below the surface.
9	LAP-LIP	Areas with strongly sloping topography (e.g., >20% slopes), very poorly drained soils, or significant distance (>500 m) to water. Includes non-aggrading to erosive settings. These areas may have also been heavily impacted by natural forces or construction activities (e.g., roadways, easements, borrowing, buried utilities, etc.), or may be covered by existing infrastructure.	Documentation-only for built areas of APE. No subsurface excavations due to prior disturbances, unless field conditions reveal undisturbed areas with intact soils.

**FIELD METHODS**

The Project will traverse the Texas counties of Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris. AECOM will conduct an intensive archeological survey of each non-overlapping segment of the six draft alignment alternatives, which totals approximately 442 miles. The survey will conform to THC’s Archeological Survey Standards for Texas, and all archeological investigations will be supervised by an archeological professional meeting the *U.S. Secretary of the Interior’s Professional Qualification Standards for Archaeology and Historic Preservation*, and professional qualification requirements for Principal Investigator (13 TAC 26.4). Components of the survey may include pedestrian reconnaissance, stream cutbank recording, shovel testing and/or mechanical subsurface testing, artifact inventories, site recording, and impact assessment.

With the exception of extensively disturbed portions of the APE, which will be subjected only to photographic and written documentation of disturbances, the remainder of the study area will typically be surveyed using two parallel transects within the 100-ft ROW corridor, and exposed ground surfaces will be examined for evidence of archeological resources. With consideration to the proposed levels of field efforts outlined in **Table 4**, shovel tests will be excavated in settings that have potential for buried cultural materials, including those areas where a high probability for historic sites is indicated by historic map overlay review. Shovel tests will be dug whenever there is less than 30 percent ground surface visibility, except on slopes greater than 20 percent. In accordance with THC Survey Standards, a shovel test intensity of at least 16 shovel tests per mile will be utilized, except where ground conditions (e.g., disturbances, standing water, steep slope, outcropping bedrock, or safety hazards) obviate the need for subsurface testing. Shovel tests will be 30 centimeters in diameter and excavated to the bottom of

Holocene deposits, if possible. Shovel tests will be dug in 20 centimeter levels and all excavated soil screened through ¼ inch mesh, unless high clay or water content requires that they be troweled through. Location, depth, soil strata, and presence/absence of cultural materials will be recorded for each shovel test. All shovel tests will be backfilled upon completion.

If there is a potential for deeply buried cultural deposits within the depth of impacts, deeper subsurface investigations (such as backhoe trenches) will be required. The need for backhoe trenches in the APE was initially assessed on the basis of the site probability and integrity potential (see **Table 4**). This assessment will be further evaluated and refined during the subsequent pedestrian survey and shovel testing phases of fieldwork.

Backhoe trenches will be excavated approximately 4 m in length, 1 m wide, and from 1 to 3 m deep, depending on the depth of Holocene deposits. In accordance with the Texas Utility Code, at least 48 hours of prior notification would be given to Texas Excavation Safety System (Texas811) damage prevention service before any trench excavations occur. Trench walls will be closely inspected for cultural materials and subjected to detailed soil descriptions. Entry into trenches will be limited to the upper 5 feet, in accordance with OSHA trench safety standards. One wall section (typically 1-m wide) in each trench will be selected for description following NRCS standards for soil profile descriptions (Schoenberger et al. 2002). Trenches will be photographed and then immediately backfilled to the original level.

### ***Site Recording***

If archeological deposits are identified during the survey, site boundaries will be delineated using a minimum of 6 shovel tests within the APE, or if more appropriate due to field conditions with greater than 30 percent ground surface visibility, site boundaries would be delineated by the surficial extent of artifacts or surface features. The field team will investigate the extent and integrity potential of the cultural materials, within the limits of applicable OSHA safety standards. The location of each site will be recorded with a handheld sub-meter GPS unit, and a sketch map will be drawn showing the location of all shovel tests, trenches, features, and other salient features of the site. A temporary field designation will be assigned to each site, and a TexSite form would be completed and submitted to the Texas Archeological Research Laboratory (TARL) for assignment of a permanent trinomial designation.

### ***Site Assessment***

All newly discovered sites will be assessed to determine if they could be eligible for the NRHP (and thus designated as a historic property). The criteria for eligibility are spelled out in 36 CFR 60.4, which states:

“...the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

- a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) that are associated with the lives of persons significant in our past; or
- c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) that have yielded or may be likely to yield, information important in prehistory or history.”

In order to be considered eligible for the NRHP, a site must satisfy at least one of the four criteria listed above (a through d), and it must retain integrity. For archeological sites, integrity generally means that components of a site must be in their original depositional context, such that the stratigraphic relationships of site components are maintained.

At the state level, an archeological site under the ownership or control of the State of Texas may merit official designation as a SAL, if any of the following criteria are met:

1. the site has the potential to contribute to a better understanding of the prehistory and/or history of Texas by the addition of new and important information;
2. the site's archeological deposits and the artifacts within the site are preserved and intact, thereby supporting the research potential or preservation interests of the site;
3. the site possesses unique or rare attributes concerning Texas prehistory and/or history;
4. the study of the site offers the opportunity to test theories and methods of preservation, thereby contributing to new scientific knowledge;
5. there is a high likelihood that vandalism and relic collecting has occurred or could occur, and official landmark designation is needed to ensure maximum legal protection, or alternatively, further investigations are needed to mitigate the effects of vandalism and relic collecting when the site cannot be protected (13 TAC 26.10).

Both Section 106 and the Antiquities Code recognize that the eligibility of archeological sites should hinge on the ability of a site to contribute an important understanding to prehistory, as well as a demonstration that such sites are preserved well enough to convey this importance.

#### ***Phased Process for Cultural Resources Surveys***

A phased process for compliance with Section 106, as provided for in 36 CFR 800.4(b)(2), is appropriate for the Project due to limited access to the properties within the draft alignment alternatives under consideration. Completion of the identification of historic properties, determination of effects on these historic properties, and consultation concerning measures to avoid, minimize, or mitigate if needed, any adverse effects may be delayed due to no right-of-entry (ROE) and will be carried out prior to any notice to proceed for construction. In situations where identification of historic properties cannot be completed due to access denials, subsequent Memoranda of Agreement (MOA) or Programmatic Agreement (PA) will provide for the development and implementation of a post-review identification and evaluation effort as applicable. Due to the numerous stream crossings along the draft alignment alternatives that may require backhoe trenching, separate ROE requests will be made.

#### **REPORT**

After completion of the archeological resources research, surveys, evaluations, assessments, and tribal consultations, technical reports will be prepared to document the findings and identification effort. Technical reports will be submitted by FRA, via transmittal letter, to TCR, SHPO, and Federally-recognized Native American tribes, as appropriate, in both hard copy and electronic format.

Because of the phased nature of investigation proposed for the Project, it may be prudent for numerous interim-based reports to be produced and coordinated as the Project progresses. Such interim reports will be in the form of a summary letter and will present information on the methods of the survey,

descriptions of the cultural resources identified, and recommendations regarding the eligibility and treatment of each site. The information in any interim reports will be specific enough to allow FRA and the THC to make determinations regarding the Project's effects on cultural resources.

Following the completion of all fieldwork, interim reporting, and post-field analyses, AECOM will prepare and submit a draft technical report to FRA for review and transmittal to the THC, which summarizes the findings of the archeological resources survey and recommendations for further work or no further work, with appropriate justifications. The draft report will fully incorporate the information contained in any and all interim reports previously coordinated with the THC. The draft survey report will include all documentation for the identification and NRHP evaluation of archeological resources. This includes all resources identified within the APE. The report will conform to Council of Texas Archeologists' guidelines for cultural resources management reports. One printed copy of the draft survey report will be submitted to the THC for review. After addressing comments to the draft report, AECOM will furnish THC with one printed copy of the final report that contains at least one map with the plotted locations of any and all sites recorded, and two copies of a tagged PDF format of the report on an archival quality CD or DVD. One of the tagged PDF CD or DVD will include the plotted locations of any and all sites recorded and the other will not include the site location data.

### **CURATION**

Pursuant to 13 TAC 26.17, any collected artifacts will be prepared for curation according to relevant specifications and would be submitted to TARL, or other regional Texas facility that meets federal standards 36 CFR 79, for permanent curation after acceptance of the final report by the THC. These artifacts would be washed, catalogued, and analyzed according to TARL curation standards. Artifacts collected from publically-owned land would be kept separate from those on privately-owned land. All records and final report produced from this undertaking will be prepared in accordance with the *Stipulations and Procedures for the Preparation of Archeological Records and Photographs* and permanently curated at TARL in Austin, Texas.

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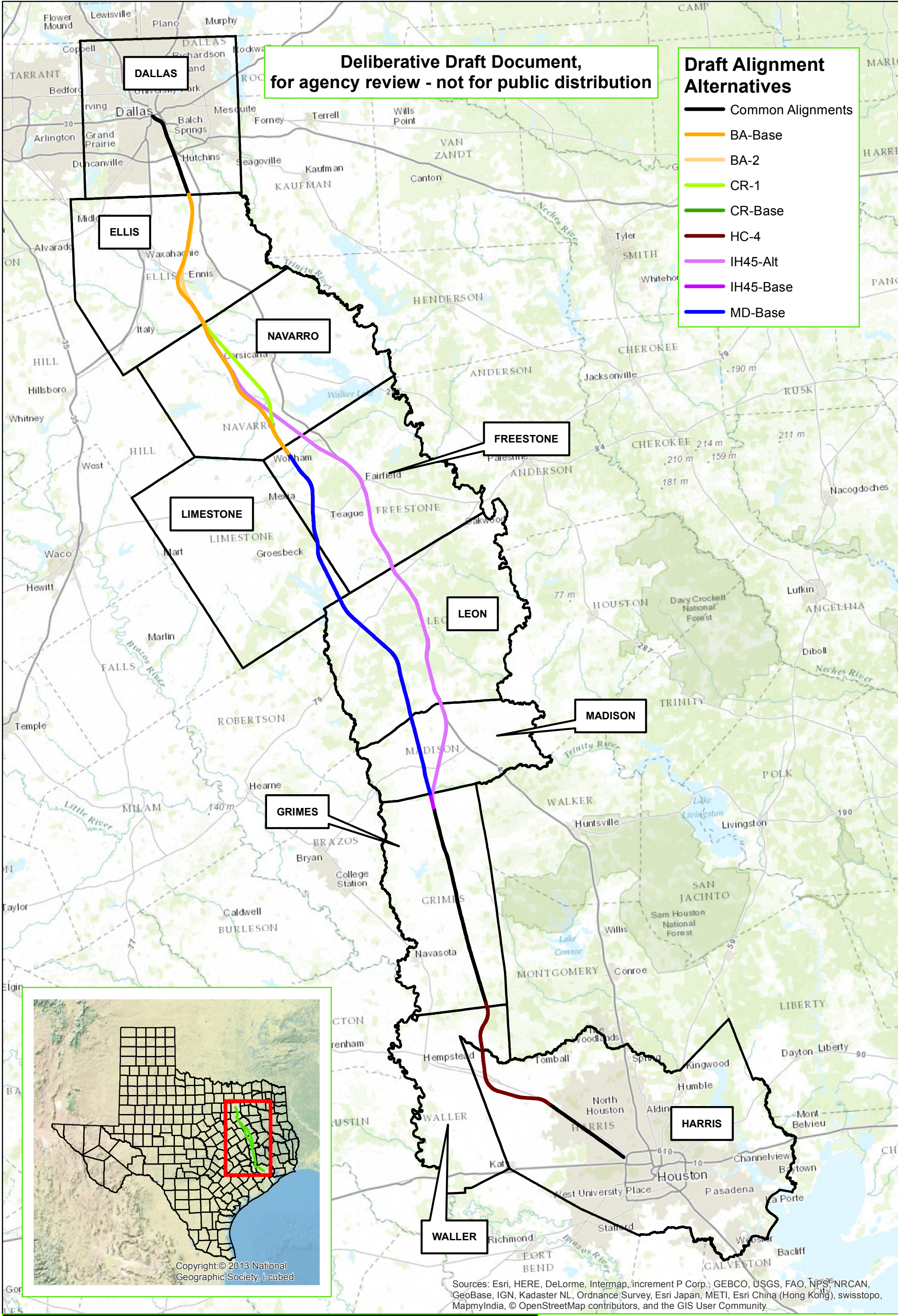
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**Deliberative Draft Document,  
for agency review - not for public distribution**

**Draft Alignment Alternatives**

-  Common Alignments
-  BA-Base
-  BA-2
-  CR-1
-  CR-Base
-  HC-4
-  IH45-Alt
-  IH45-Base
-  MD-Base



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Figure 1:  
Draft Alignment  
Alternatives**





**MAPS REDACTED DUE TO CULTURALLY SENSITIVE INFORMATION**

**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

December 14, 2015

Steve Ahr  
AECOM  
1950 North Stemmons Freeway  
Suite 6000  
Dallas, TX 75207

Re: Project review under the Antiquities Code of Texas  
Dallas to Houston High-Speed Rail, Dallas, Ellis, Navarro, Freestone,  
Limestone, Leon, Madison, Grimes, Waller, Harris Counties, Texas  
Texas Antiquities Permit Application #7497

Dear Colleague:

Thank you for your Antiquities Permit Application for the above referenced project. This letter presents the final copy of the permit from the Executive Director of the Texas Historical Commission (THC), the state agency responsible for administering the Antiquities Code of Texas.

Please keep this copy for your records. The Antiquities Permit investigations requires the production and submittal of one printed copy of the final report, a completed abstract form submitted via our online system, two copies of the tagged PDF final report on CD (one with site location information & one without), and verification that any artifacts recovered and records produced during the investigations are curated at the repository listed in the permit. The abstract form maybe submitted via the THC website ([www.thc.state.tx.us](http://www.thc.state.tx.us)) or use url: <http://xapps.thc.state.tx.us/Abstract/login.aspx> Additionally, you must send the THC shapefiles showing the boundaries of the project area *and* the areas actually surveyed via email to [archeological\\_projects@thc.state.tx.us](mailto:archeological_projects@thc.state.tx.us).

If you have any questions concerning this permit or if we can be of further assistance, please contact Lillie Thompson at 512/463-1858. The reviewer for this project is Rebecca Shelton, 512/463-6096.

Sincerely,



for  
Mark Wolfe  
Executive Director

MW/lft

Enclosures

Cc: Melvin Richmond, Texas Central  
High Speed Railway, LLC



*State of Texas*  
**TEXAS ANTIQUITIES COMMITTEE**

ARCHEOLOGY PERMIT # 7497

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*This permit is issued by the Texas Historical Commission, hereafter referred to as the Commission, represented herein by and through its duly authorized and empowered representatives. The Commission, under authority of the Texas Natural Resources Code, Title 9, Chapter 191, and subject to the conditions hereinafter set forth, grants this permit for:*

---

***Intensive Survey***

---

*To be performed on a potential or designated landmark or other public land known as:*

---

**Title:** Dallas to Houston High-Speed Rail

**County:** Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, Ha

**Location:** Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties

---

*Owned or Controlled by: (hereafter known as the Permittee):*

---

**Texas Central High Speed Railway, LLC**  
**4343 Thanksgiving Tower, 1601 Elm Street**  
**Dallas, TX 75201**

---

*Sponsored by (hereafter known as the Sponsor)*

---

**Texas Central High Speed Railway, LLC**  
**4343 Thanksgiving Tower, 1601 Elm Street**  
**Dallas, TX 75201**

---

*The Principal Investigator/Investigation Firm representing the Owner or Sponsor is:*

---

**Steven Ahr**  
**AECOM**  
**1950 North Stemmons Freeway, Suite 6000**  
**Dallas, TX 75207**

---

*This permit is to be in effect for a period of:*

---

**5 Years and 0 Months**

---

*and Will Expire on:*

---

**12/07/2020**

---

*During the preservation, analysis, and preparation of a final report or until further notice by the Commission, artifacts, field notes, and other data gathered during the investigation will be kept temporarily at:*

---

**AECOM, Dallas, TX**

---

*Upon completion of the final permit report, the same artifacts, field notes, and other data will be placed in a permanent curatorial repository at:*

---

**Texas Archeological Research Lab.**

---

*Scope of Work under this permit shall consist of:*

---

**An intensive pedestrian archaeological survey with shovel testing of high probability areas that meets or exceeds the State Archeological Survey Standards for Texas. This includes, subsurface shovel testing of pedestrian survey transects and mechanical testing in appropriate alluvial areas. For details, see research design submitted with permit application.**




ARCHEOLOGY PERMIT # 7497

**This permit is granted on the following terms and conditions:**

- 1) This project must be carried out in such a manner that the maximum amount of historic, scientific, archeological, and educational information will be recovered and preserved and must include the scientific, techniques for recovery, recording, preservation and analysis commonly used in archeological investigations. All survey level investigations must follow the state survey standards and the THC survey requirements established with the projects sponsor(s).
- 2) The Principal Investigator/Investigation Firm, serving for the Owner/Permittee and/or the Project Sponsor, is responsible for insuring that specimens, samples, artifacts, materials and records that are collected as a result of this permit are appropriately cleaned, and cataloged for curation. These tasks will be accomplished at no charge to the Commission, and all specimens, artifacts, materials, samples, and original field notes, maps, drawings, and photographs resulting from the investigations remain the property of the State of Texas, or its political subdivision, and must be curated at a certified repository. Verification of curation by the repository is also required, and duplicate copies of any requested records shall be furnished to the Commission before any permit will be considered complete.
- 3) The Principal Investigator/Investigation Firm serving for the Owner/Permittee, and/or the Project Sponsor is responsible for the publication of results of the investigations in a thorough technical report containing relevant descriptions, maps, documents, drawings, and photographs. A draft copy of the report must be submitted to the Commission for review and approval. Any changes to the draft report requested by the Commission must be made or addressed in the report, or under separate written response to the Commission. Once a draft has been approved by the Commission, one (1) printed, unbound copy of the final report containing at least one map with the plotted location of any and all sites recorded and two copies of the report in tagged PDF format on an archival quality CD or DVD shall be furnished to the commission. One copy must include the plotted location of any and all sites recorded and the other should not include the site location data. A paper copy and an electronic copy of the completed Abstracts in Texas Contract Archeology Summary Form must also be submitted with the final report to the Commission. (Printed copies of forms are available from the Commission or also online at [www.thc.state.tx.us](http://www.thc.state.tx.us).)
- 4) If the Owner/Permittee, Project Sponsor or Principal Investigator/Investigation Firm fails to comply with any of the Commission's Rules of Practice and Procedure or with any of the specific terms of this permit, or fails to properly conduct or complete this project within the allotted time, the permit will fall into default status. A notification of Default status shall be sent to the Principal Investigator/Investigation Firm, and the Principal Investigator will not be eligible to be issued any new permits until such time that the conditions of this permit are complete or, if applicable, extended.
- 5) The Owner/Permittee, Project Sponsor, and Principal Investigator/Investigation Firm, in the conduct of the activities hereby authorizes, must comply with all laws, ordinances and regulations of the State of Texas and of its political subdivisions including, but not limited to, the Antiquities Code of Texas; they must conduct the investigation in such a manner as to afford protection to the rights of any and all lessees or easement holders or other persons having an interest in the property and they must return the property to its original condition insofar as possible, to leave it in a state which will not create hazard to life nor contribute to the deterioration of the site or adjacent lands by natural forces.
- 6) Any duly authorized and empowered representative of the Commission may, at any time, visit the site to inspect the fieldwork as well as the field records, materials, and specimens being recovered.
- 7) For reasons of site security associated with historical resources, the Project Sponsor (if not the Owner/Permittee), Principal Investigator, Owner, and Investigation Firm shall not issue any press releases, or divulge to the news media, either directly or indirectly, information regarding the specific location of, or other information that might endanger those resources, or their associated artifacts without first consulting with the Commission, and the State agency or political subdivision of the State that owns or controls the land where the resource has been discovered.
- 8) This permit may not be assigned by the Principal Investigator/Investigation Firm, Owner/Permittee, or Project Sponsor in whole, or in part to any other individual, organization, or corporation not specifically mentioned in this permit without the written consent of the Commission.
- 9) Hold Harmless: The Owner/Permittee hereby expressly releases the State and agrees that Owner/Permittee will hold harmless, indemnify, and defend (including reasonable attorney's fees and cost of litigation) the State, its officers, agents, and employees in their official and/or individual capacities from every liability, loss, or claim for damages to persons or property, direct or indirect of whatsoever nature arising out of, or in any way connected with, any of the activities covered under this permit. The provisions of this paragraph are solely for the benefit of the State and the Texas Historical Commission and are not intended to create or grant any rights, contractual or otherwise, to any other person or entity.
- 10) Addendum: The Owner/Permittee, Project Sponsor and Principal Investigator/Investigation Firm must abide by any addenda hereto attached.

Upon a finding that it is in the best interest of the State, this permit is issued on 12/07/2015.

  
Pat Mercado-Allinger, for the  
Texas Historical Commission

**Culturally Sensitive Locations Correspondence**





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Darvin Messer  
U.S. Army Corps of Engineers Ft. Worth District  
PO Box 17300  
Ft. Worth, TX 76102

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Messer:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

We are respectfully requesting the assistance of your organization to provide information concerning significant cultural resources within the study area. Significance of a cultural resource may be defined by four criteria: association with historic events or activities; association with important persons; distinctive design or physical characteristics; or potential to provide important information about prehistory or history. The information provided will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of alignment alternatives.

Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Felicity Dodson  
U.S. Army Corps of Engineers Galveston District  
2000 Fort Point Road  
Galveston, TX 77550

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Dodson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Jerry Smiley  
Project Manager

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Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Evan Thompson  
Preservation Texas  
P.O. Box 12832  
Austin, TX 78711

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Thompson:

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Jerry Smiley  
Project Manager

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Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Don Baynham  
County of Dallas THC  
5806 Firecrest Drive  
Garland, TX 75202

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Baynham:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sylvia Smith  
County of Ellis THC  
PO Box 175  
Waxahachie, TX 75165

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Smith:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Nancy Boren Solohubow  
President  
Boren Reagor Springs Historical Society  
3817 Shoal Creek Drive  
The Colony, TX 75056

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Boren Solohubow:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment  
Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Brad Pullin  
County of Freestone THC  
245 FM 833 West  
Streetman, TX 75840

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Pullin:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

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AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Denise Upchurch  
County of Grimes THC  
9927 FM 1696  
Bedias, TX 77830

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms.Upchurch:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Janet Wagner  
County of Harris THC  
710 North Post Oak Road  
Houston, TX 77002

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Wagner:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

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AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Charlcie Casey  
County of Leon THC  
PO Box 866  
Buffalo, TX 75833

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Charlcie Casey:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

William Reagan  
County of Limestone THC  
PO Box 860  
Groesback, TX 76642

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr.Reagan:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Bonne Hendrix  
County of Madison THC  
802 S. May Street  
Madisonville, TX 77864

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Hendrix:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sonny Knight  
County of Madison THC  
PO Box 925  
Madisonville, TX 77864

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr.Knight:

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Sincerely,

Jerry Smiley  
Project Manager

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Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Larry Foerster  
County of Montgomery THC  
414 West Phillips  
Conroe, TX 77301

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Foerster:

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Bruce McManus  
County of Navarro THC  
3019 McKnight Lane  
Corsicana, TX 75110

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. McManus:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

AECOM is assisting FRA in preparing the Section 106 cultural resources study and EIS. As part of this effort, AECOM is currently gathering data on the existing environment and identifying historic properties within the study area that will be used to avoid and/or minimize impacts and determine a preferred alignment.

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Thank you for your assistance with this high-speed rail project. Please contact Melissa Hatcher, Federal Railroad Administration at 202-493-6075 or [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov), or me at 214-672-2842 [jerry.smiley@aecom.com](mailto:jerry.smiley@aecom.com), if you have any questions or require additional information. Your earliest reply will be appreciated.

Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Truett Bell  
County of Waller THC  
PO Box 9  
Pattison, TX 77445

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Bell:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

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U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Becky McCarty  
Ennis Main Street Program Manager  
P.O. Box 220  
Ennis, TX 75120

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. McCarty:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

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1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Mark Doty  
City of Dallas  
1500 Marilla Street  
Dallas, TX 75204

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Doty:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

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1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
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U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Marty Nelson  
City of Ennis  
P.O. Box 220  
Ennis, TX 75120-0220

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Mr. Nelson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

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Dallas, Texas 75207  
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U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 12, 2016  
(Via Mail)

Sara Beth Wilson  
City of Corsicana  
200 North 12th Street  
Corsicana, TX 75110

Re: Proposed Dallas to Houston High-Speed Rail Project (Dallas, Ellis Freestone, Grimes, Harris, Leon, Limestone, Madison, Navarro, and Waller Counties, Texas)

Dear Ms. Wilson:

The Federal Railroad Administration (FRA) is conducting a cultural resources study under Section 106 of the National Historic Preservation Act of 1966, as amended, in support of the Environmental Impact Statement (EIS) the agency is preparing to evaluate the potential human and natural environmental impacts of the proposed Dallas to Houston High-Speed Rail Project. Texas Central High-Speed Railway, LLC (TCR) proposes to construct and operate a private, for-profit, high-speed passenger rail system that would connect Dallas and Houston in approximately 90 minutes. This includes the deployment of an electric-powered, high-speed rail system based on Central Japan Railway Company's N700-I Tokaido Shinkansen. The project would operate in a fully sealed corridor with portions of the track at-grade or elevated on berm or viaduct. The fully sealed corridor would not be interconnected with any other railroad systems and the high-speed rail train would either travel below or above existing roadways and other infrastructure. This would enable trains to achieve speeds exceeding 200 mph and maintain the 90-minute travel time between Dallas and Houston. The proposed high-speed rail system would be constructed between two terminus locations: Downtown Dallas and U.S. Highway 290/Interstate Highway 610 northwest of downtown Houston, approximately 240 miles in length. As part of the EIS, FRA is studying six potential end-to-end preliminary alignment alternatives (Attachment 1). Additional information about the project is available on FRA's project website: <https://www.fra.dot.gov/Page/P0700>.

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Sincerely,

Jerry Smiley  
Project Manager

Attachment

Cc: FRA

AECOM  
1950 North Stemmons Freeway, Suite 6000  
Dallas, Texas 75207  
Tel: (214) 741-7777

## **Cultural Context**





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# CULTURAL CONTEXT

## 1.0 INTRODUCTION

The following is a general background of the prehistoric and historic context of the cultural landscape encompassed by the Build Alternatives of the TCRR High-Speed Rail Project, which considers a broader study area from the project Limits of Disturbance. The contextual information presented is a compilation of the contexts developed for evaluating the significance and National Register of Historic Places (NRHP) eligibility of cultural resources identified within the project Areas of Potential Effects (APE). For clarity, the data has been divided into two sections, the first of which is a broad discussion of the prehistoric and historic archeological records of the region. The second section provides an overview of the ten Texas counties (Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris) crossed by the project, and includes discussions of relevant communities within each county.

## 2.0 PREHISTORIC CULTURAL CONTEXT

### 2.1 Introduction

The state of Texas is divided into four archeological planning regions: the Plains Planning Region; the Eastern Planning Region; the Central and Southern Planning Region; and the Trans-Pecos Planning Region (**Figure 1**). Guidance for the preservation planning for archeological sites in each of the four regions was developed by the Texas Historical Commission (THC) with the intent to provide “recommendations to federal agencies, to direct the effort to list sites in the NRHP, and to preserve significant sites through other mechanisms” (Kenmotsu and Perttula 1993). Boundaries for each of the regions “were based upon physiography, hydrology, and known cultural variations, and then adjusted to correspond with the nearest county boundaries” (Kenmotsu and Perttula 1993). The Build Alternatives are entirely within the Eastern Planning Region (EPR).

Each of the archeological planning regions is further divided into archeological study regions, or subdivisions, based on geographic variations and cultural divisions from the Late Prehistoric period (ca. 1300 to 200 Before Present [BP]). The Build Alternatives intersect two of the three archeological subdivision within the EPR (**Figure 2**). The Prairie-Savanna Archeological Study Region includes Dallas, Ellis, Navarro, Freestone, Limestone, Leon, and Madison counties. The Southeast Texas Archeological Study Region includes Grimes, Waller, and Harris counties.

The Prairie-Savanna Archeological Study Region is characterized by north to south bands of prairie and oak savanna. The Southeast Texas Archeological Study Region is comprised of a mix of prairies and marshes interspersed with swamps and forests (Blair 1950). Each Archeological Study Region exhibits distinctive cultural-archeological traits. The following sections provide a brief overview of the EPR and each Study Region crossed by the Build Alternatives.

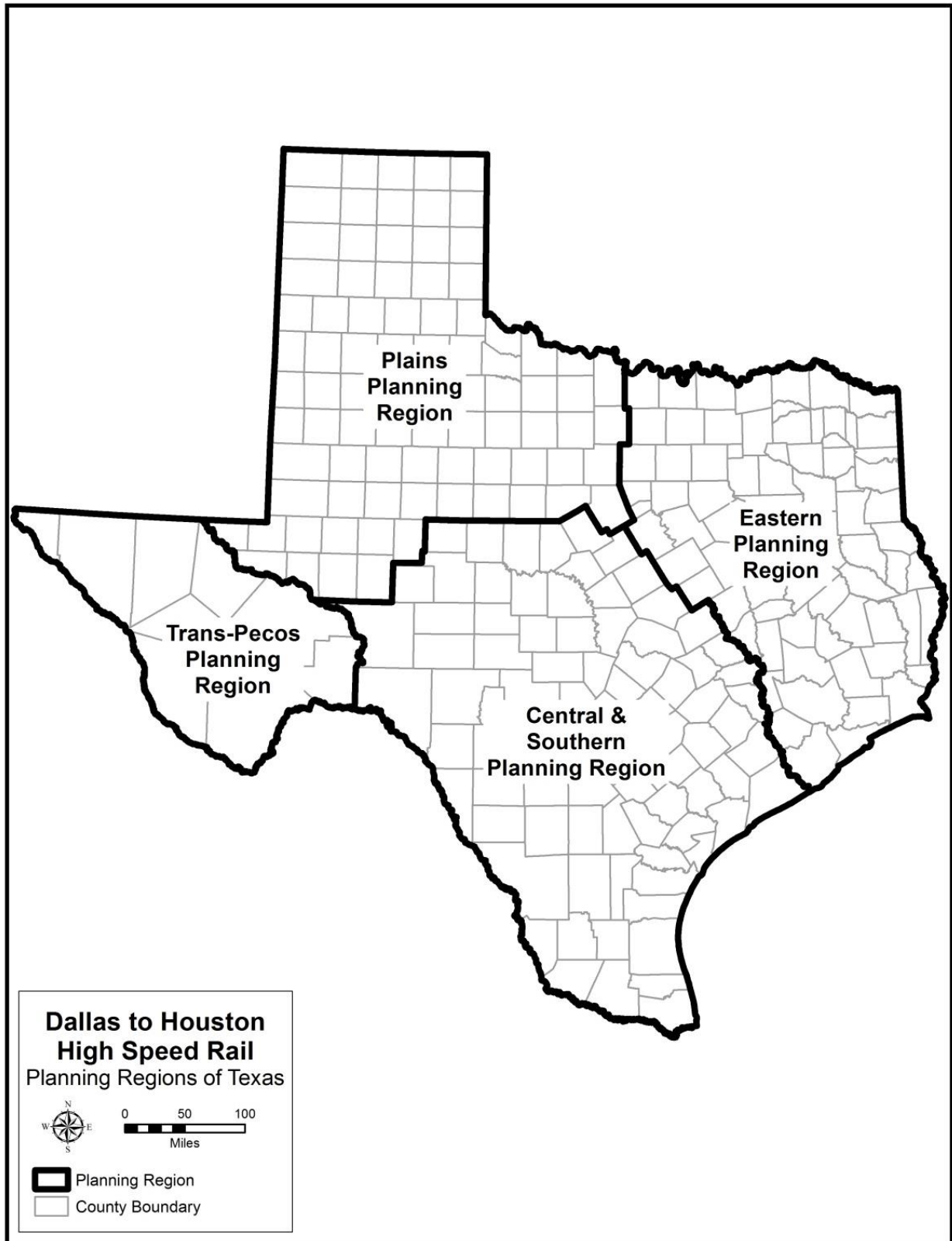


Figure 1. Archeological Planning Regions of Texas (Kenmotsu and Perttula 1993).

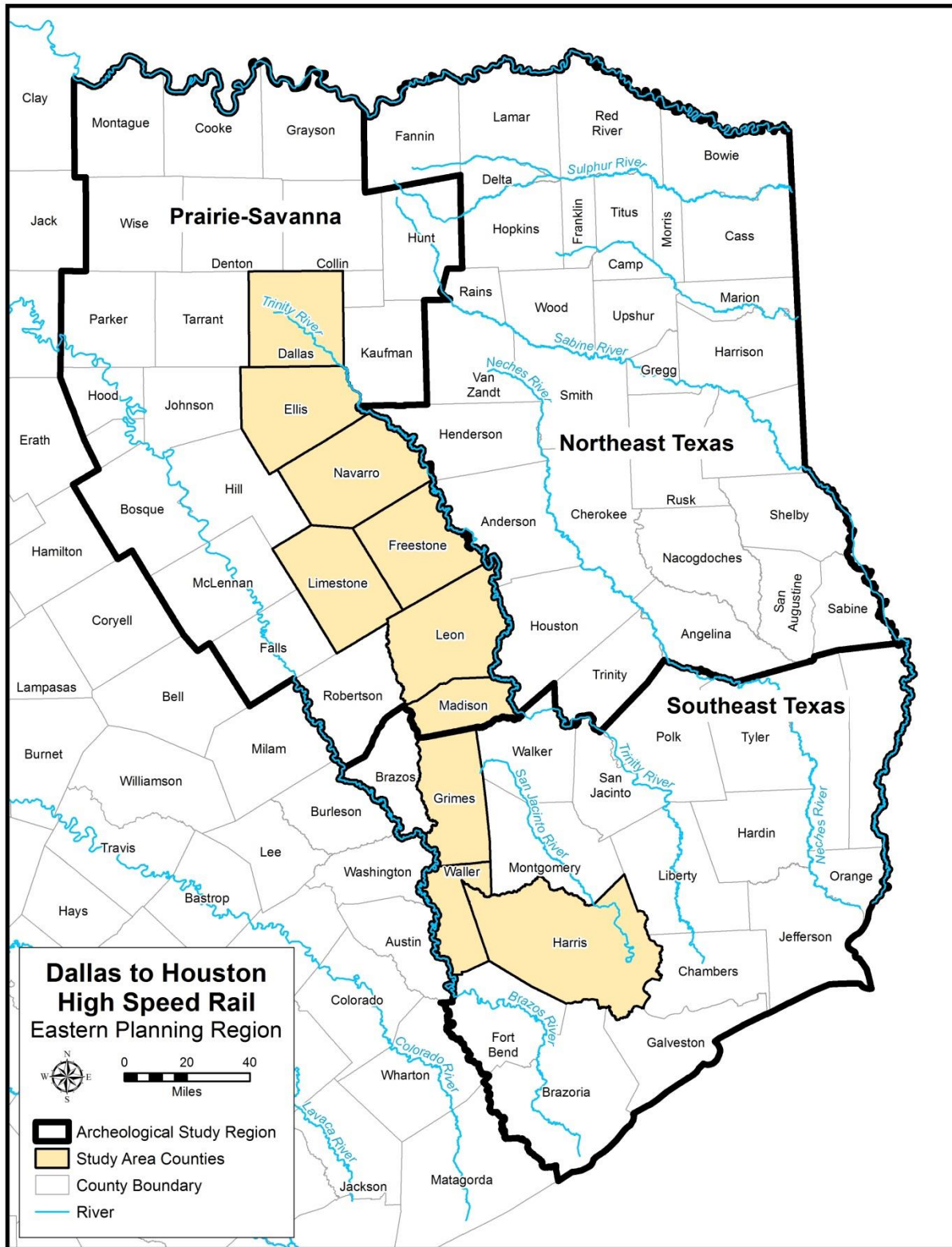


Figure 2. Eastern Planning Region of Texas (Kenmotsu and Perttula 1993).

## 2.2 Eastern Planning Region

Early cultures throughout Texas exhibited a homogeneity of cultural organization, while later cultural groups showed greater diversity represented by subsistence-based economies within the region. The early inhabitants of the EPR were highly mobile hunter-gatherer groups exploiting a large geographical area. Archeological evidence for population mobility is identified by the widespread distribution of projectile point styles, the frequent occurrence of ‘exotic’ lithic materials, and limited evidence for the extended use of habitation sites. Later cultural groups show reduced territory sizes and greater reliance of locally sourced materials. The reduction in seasonal migration may reflect a general population increase, limiting the availability of resources and leading to greater social diversity within the region due to the adaptation of groups to specific environments and resources (Kenmotsu and Perttula 1993). Although this social diversity became pronounced in the Late Prehistoric period, a clear division from the Archaic period onward begins to exhibit regional diversity between the Prairie Savanna and Southeast Texas Archeological Study Regions.

### 2.2.1 *Prairie-Savanna Archeological Study Region* (Dallas, Ellis, Navarro, Freestone, Limestone, Leon, and Madison Counties)

The Prairie-Savanna Archeological Study Region of the EPR consists of 26 counties from the Red River to Madison County, bounded to the east by the Trinity River, while encompassing much of the Brazos and Navasota Rivers to the west. Although archeological evidence from this region has frequently come from investigations related to reservoir construction, lignite mining, and federal and state sponsored roadway projects, site destruction has been the result of many of these investigations limiting the potential for reinvestigation of archeological sites. Therefore, most of the seven counties’ archeological information comes from the more populated areas due to infrastructure development (Kenmotsu and Perttula 1993). The cultural chronological periods of the Prairie Savanna Archeological Study Region have primarily been developed from these investigations (**Table 1**).

<b>Table 1. Chronological Periods for the Prairie Savanna Archeological Study Region</b>	
<b>Chronological Period</b>	<b>Dates</b>
<b>Paleoindian</b>	11,900–8500 BP*
<b>Early Archaic</b>	8500–6000 BP
<b>Middle Archaic</b>	6000–3500 BP
<b>Late Archaic</b>	3500–2100 BP
<b>Woodland</b>	2100–1300 BP
<b>Late Prehistoric</b>	1300–350 BP
<b>Protohistoric/Historic Indian</b>	AD** 1600-1800

\*Before Present

\*\*Anno Domini

2.2.1.1 Paleoindian (11,900–8500 BP)

The Paleoindian period is characterized by assemblages associated with the terminal late Pleistocene and early Holocene epochs (Hofman 1989; Prikryl 1993; Story 1990). Paleoindian occupation of the Prairie-Savanna Archeological Study Region is primarily identified by diagnostic projectile points from surface collections or stratigraphically mixed contexts (Peter et al. 2001). Dates for the Paleoindian period are often based on cross dating projectile point types from neighboring regions. The majority of the recorded Paleoindian sites cluster in the Upper Trinity River drainage basin, where the most intensive archeological investigations have taken place (Ferring 1989). The low density of Paleoindian artifacts and sites suggest a highly mobile population indicated by the frequent use of non-locally sourced lithic material, suggesting a large geographical area being exploited for the procurement of raw materials (Lynott 1981). Megafauna fossil finds within the region suggest that the subsistence practices were linked to the hunting and processing of mammoth and bison (Prikryl 1990, 1993; Story 1990), as well as deer and other small game, such as rabbit, squirrel, fish, and abundant numbers of turtle (Ferring 1989; Ferring and Yates 1997).

Projectile point types associated with the early to late phases of the Paleoindian period in this area include Clovis and Folsom projectile points. In the later phase of the Paleoindian transition to the Early Archaic period, Dalton, San Patrice, Scottsbluff, Hell Gap, and Plainview projectile points became more commonplace (Story 1990). The Field Ranch site (41CO10) along the upper Elm Fork in Cooke County provides an example of a typical Paleoindian site setting in the Prairie-Savanna Archeological Study Region (Jensen 1968). Clovis, Folsom, Plainview, and Hell Gap point types have been collected from the surface of the site. However, excavations at Field Ranch have failed to locate undisturbed artifacts in primary context (Jensen 1968).

The Horn Shelter No.2 Site (41BQ42), a cave site in Bosque County, is comprised of 27 well preserved stratified occupational layers dating from 12,500 BP to historic. Lithic projectile points recovered from the stratified cave deposits included Scottsbluff, San Patrice-like, Plainview, Folsom, and an unfluted Clovis dart point. Faunal remains associated with the unfluted dart point included an extinct species of land turtle. Later occupations of the site showed a change in technology and hunting practices as faunal remains associated with the Folsom projectile point contained bison bones and small animal remains (Story 1990). The diversity of the faunal remains indicates a change in subsistence practices between the Clovis and Folsom phases, requiring different lithic technology to exploit the natural resources.

The Lewisville Lake Site (41DN71) and the Aubrey Site (41DN479) are Denton County sites that produced cultural materials dating to the early part of the Paleoindian period. The Lewisville Lake Site contained 21 hearth features, a sparse lithic scatter in a near-surface context, and one Clovis point (Crook and Harris 1957, 1958; Story 1990). The predominant faunal remains from the site consisted of land turtles. This site has a controversial history, as initial radiocarbon dates suggested the site dated to 37,000 BP (Crook and Harris 1958). Additional analysis of the cultural material to confirm the earliest occupation of the site was restricted as the site was intentionally flooded to form the Lewisville Dam Reservoir. Later testing confirmed that the radiocarbon dates were contaminated by the burning of Cretaceous-age

lignite in the hearth features, producing the earlier and erroneous dates (Stanford 1982). Stanford reported radiocarbon dates to 12,500-10,000 BP.

The Aubrey Site (41DN479), dating to 11,550 BP (Ferring 2001), is a Clovis period site that was initially identified from a projectile point eroding out of a thin lens of lithic debitage approximately 8 meters below the current ground surface within the Elm Fork floodplain. The single component site included multiple hearth features and numerous lithic and faunal artifacts. The artifact assemblage from the site included high quality raw materials (quartzite and chert), lithic blades, and a wide range of faunal remains from prairie and woodland environments, including mammoth and bison bone. The lithic artifacts exhibited significant reuse and reworking, indicating the value of the raw material (Ferring 2001).

#### 2.2.1.2 Archaic (8500-2100 BP)

The Archaic period is marked by the increased use of locally sourced lithic materials, increased population size, and increased complex settlement systems, indicating a less mobile population than the Paleoindian period (Prikryl 1990; Story 1985). The Archaic period is tentatively dated between 8500-2100 BP, with a threefold division of the period consisting of the Early, Middle, and Late Archaic sub-periods (Prikryl 1993). These sub-periods are defined through a limited number of tested and excavated archeological sites. Diagnostic artifacts for the Archaic period in the Prairie-Savanna Region are similar to those of neighboring geographical regions, established by cross-dating projectile point forms. However, the development of a chronological sequence based off diagnostic tool types is problematic due to early investigations focusing on terrace settings (Peter et al. 2001). Subsequent reanalysis of these previously excavated terrace sites indicated that the artifacts were frequently mixed with more recent artifacts from later occupations (Prikryl 1990). The mixed deposits and extensive erosion of mid-Holocene deposits in active river drainage basins (Ensor et al. 1992) may explain the low number of recorded Early and Middle Archaic sites in the region.

Similar to the Paleoindian period, the Early Archaic period (8500 to 6000 BP) population densities remained low, still consisting of small, mobile bands. Early Archaic sites are typically located on terraces along tributaries but are also found deeply buried in floodplain alluvium. The locations of these sites provide evidence of a shift in subsistence patterns, showing an increase in aquatic sources (including mussels and fish). Grooved or notched stones are occasionally found on Early Archaic sites and are often interpreted as net sinkers or bola stones, indicating a change in hunting and gathering techniques (Collins 1994). Seasonal plant resources are also likely to have been exploited when available. Diagnostic projectile points from the Early Archaic period often include early split-stemmed varieties and occasionally include Angostura points (Prikryl 1990; Story 1990).

During the Middle Archaic period (6000-3500 BP), the trend toward habitation near the bottomland of major water sources increases, with fewer sites found along minor tributaries, although the Middle Archaic period is less-represented than the Early Archaic, with fewer sites known to contain Middle Archaic components than any other sub-period. Population densities remained relatively low, slowly increasing over time with broad-spectrum hunting and gathering represented at larger sites where food sources were more abundant. Cultural adaptations based on geographic regions begin to appear during

the latter part of the Middle Archaic period. Burned rock middens (for processing plant materials) increase in use in localized areas of the Prairie-Savanna Archeological Study Region, and later became a prominent site feature across the region. Climatic variations resulted in a variety of natural resources being exploited when environmental conditions changed. Middle Archaic points include basal-notched forms such as Andice, Bell, and Calf Creek along with Bulverde, Carrollton, Dawson, and Wells (Prikryl 1990; Story 1990).

The Late Archaic (3500-2100 BP) is characterized by an increase in the number and distributions of sites coupled with a decrease in mobility (Prikryl 1990). These sites were often reused on a seasonal basis as shown by the development of overlaying stratigraphic deposition as groups relied on locally available floral and faunal resources in a reducing geographic region. Late Archaic sites are typically found on sandy terraces along tributaries, as well as on clay rich soils on floodplains. Late Archaic projectile point typologies often include Castroville, Dallas, Edgewood, Elam, Ellis, Gary, Godley, Marshall, Palmillas, Trinity, and Yarbrough points (Prikryl 1990; Story 1990).

Late Archaic hunting continued to focus on deer and smaller mammals as a primary food source but there is increasing evidence for fishing. The documentation of "Wylie pits," (large man-made depressions) at excavations at Bird Point Island and Adams Ranch also suggest communal processing of vegetal resources took place. The expenditure of energy required for digging large pit features and processing large volumes of plant materials suggest a degree of social organization where groups of people are working together to process large quantities of natural resources (Bruseh and Martin 1987). Preserved plant remains from Late Archaic sites often include pecans, acorns, hickory nuts, prairie turnips, and other plant materials. Additional changes in social organization may also be indicated by the increase in human burials in the archeological record (Prikryl 1993).

#### 2.2.1.3 Woodland (2100-1350 BP)

Fields (1995) suggests that the cultural chronology of the Prairie-Savanna Archeological Study Region should include the Woodland period (2100-1350 BP), traditionally marking the transition between the Late Archaic period and the Late Prehistoric period. Sites located in the southern extent of the Prairie-Savanna exhibit Woodland tradition based on the excavation of a multiple sites at Jewett Mine, paralleling the Early Ceramic period of East Texas as defined by Story (1981). Jewett Mine is a 35,000-acre mine complex located in parts of Leon, Limestone and Freestone counties.

Many of the Woodland period sites are located within alluvial settings of the Navasota River and tributaries of the Trinity River. The artifact assemblages from this period include ceramics with sandy paste and grog tempers. Projectile point typologies include Gary, Dawson, and Kent dart points. The absence of smaller arrow points suggests bow and arrow technology had not yet been introduced in the region. The presence of hearth-associated occupation sites continues from the Late Archaic period with multiple hearth features, baking pits and large quantities of scattered burned rock dating to or associated with the Woodland period. Sites from this period indicate seasonal occupations with foraging and hunting variations, which included aquatic resources being exploited alongside white-tailed deer and smaller mammals (Fields 1995; Perttula 2004).



Paleo-botanical information from Woodland period sites indicates the consumption of cultivated squash as well as the use of seeds and tubers. The presence of hoe-shaped tools and chipped stone axes suggests horticultural practices slowly being adopted, although stable isotope analysis of human remains in the region do not indicate maize as being a significant part of the diet (Perttula 2004). Human burials dating to the Woodland period suggest that burial mounds may have been used to mark territorial boundaries (Sutton 2016), which are commonly found in areas of East Texas, Louisiana and Arkansas (Perttula 2004).

#### 2.2.1.4 Late Prehistoric (1300–350 BP)

Societal changes such as group aggregation and large-scale manipulation of subsistence resources become evident at the beginning of, and continue throughout, the Late Prehistoric period. Habitation structures in some areas indicate increased sedentism, coupled with the introduction of cultigens such as corn. The appearance of arrow points and ceramics indicate important technological changes and signal the start of this period. The introduction of the bow and arrow in the region is marked by a number of small, diagnostic arrow points beginning to replace the larger dart points of previous cultural periods (Story 1990).

The Late Prehistoric period has traditionally been divided into early and late phases (Lynott 1977; Prikryl 1990). The early phase, which dates between 1300 and 800 BP, is characterized by sand and grog-tempered ceramics and Scallorn, Steiner, Catahoula, and Alba arrow points (Lynott 1977; Prikryl 1990). Archeological evidence indicates a continuation of hunter gatherer subsistence from the Late Archaic period. However, Lynott (1977) suggests the later phase of the Late Prehistoric period (800-350 BP) reflects an increase in Southern Plains influence, from the emergence of horticulture and the active procurement of bison in the region.

Excavations at the Cobb-Pool Site at Joe Pool Lake by Peter and McGregor (1998) suggest a three phase Late Prehistoric period may be more appropriate. The early phase (1300–950 BP) is characterized by sand and grog tempered ceramics with a continuation of hunter-gather subsistence-based economy, with only Scallorn arrow points being considered in the projectile point assemblage. The subsequent intermediate phase (950–650 BP) is characterized by the consumption of maize and the introduction of Alba arrow points, habitation structures, and grog tempered ceramics. Radiocarbon dates from multiple features at the Cobb-Pool Site indicate the site was occupied during this phase (Peter and McGregor 1998). Carbon isotope analysis of human remains from several sites in the Dallas area suggests that subsistence patterns were diversifying with the evidence that consumption of maize was increasing.

The late phase of the Late Prehistoric period (650–350 BP) reflects an increased influence from the Southern Plains. The artifact types include Nocona Plain ceramics of the Henrietta focus and various types of unstemmed triangular projectile points (e.g. Fresno, Harrell, and Washita) and the Perdiz point. The lithic tool assemblage also becomes increasingly specialized. Tools associated with this phase include Harahey knives, thumbnail scrapers, flake drills, and bison scapula hoes. The late phase of the Late Prehistoric period is often characterized by increasing evidence of horticulture and the hunting of bison (Harris and Harris 1970; Morris and Morris 1970).

2.2.1.5 Protohistoric / Historic Indian (AD 1600-1800)

Limited historical documentation and archeological evidence has been recorded for the protohistoric period in the Prairie-Savanna Archeological Study Region (Peter et al. 2001), which is also considered the Historic Indian period with the arrival of Spanish missionaries and French explorers near the beginning of the 1700s. Through European historic records such as journals and correspondence, local Native Americans known to occupy the Prairie-Savanna Archeological Study Region include the Tonkawa, Apache, Comanche, Wichita, Kitsai (Kichai), Yojaune, Caddo, Delaware, and Kickapoo (Prikryl 1993), although the exact locations of sites are almost nonexistent. European trade items, such as metal knives and knife handles, axes, splitting wedges, kettle fragments, awls, chisels, scissors, buttons, flintlock gun parts, bullets and shot, bridle parts, metal ornaments such as bells, finger rings, and bracelets, and numerous trade beads, begin to appear on sites attributed to the Wichita Confederacy, but almost no Protohistoric sites have been thoroughly investigated. What is clear is that the Protohistoric period in the area was a time of population fluctuation, movement, and amalgamation (Newcomb 1993).

**2.2.2 Southeast Texas Archeological Study Region  
(Grimes, Waller, and Harris Counties)**

The Southeast Texas Archeological Study Region contains over 2,000 archeological sites throughout the cultural periods (**Table 2**), and is typically subdivided into two broad geographic areas, the inland and coastal regions (Perttula 1993). Evidence from sites within the Southeast Texas Archeological Study Region frequently comes from excavations of midden deposits near freshwater streams and tributaries, which begin to appear around 9950 BP. The Region suffers from a general lack of archeological data, and, similar to the Prairie-Savanna Archeological Study Region, information tends to cluster around specific areas due to infrastructure development. The cultural chronological periods of the Southeast Texas Archeological Study Region has primarily been developed from these investigations.

<b>Table 2. Chronological Periods for the Southeast Texas Archeological Study Region</b>	
<b>Chronological Period</b>	<b>Dates</b>
<b>Paleoindian</b>	9950–7000 BP
<b>Early Archaic</b>	7000–5000 BP
<b>Middle Archaic</b>	5000–3500 BP
<b>Late Archaic/Early Ceramic</b>	3500–1900 BP
<b>Late Prehistoric</b>	1900–300 BP
<b>Protohistoric/Historic Indian</b>	AD 1650-1800

2.2.2.1 Paleoindian (9950–7000 BP)

Patterson (1995) noted that the Clovis population is the earliest identifiable cultural group, with the projectile points typically discovered in singular contexts (Story 1990). Limited radiocarbon dates or supporting evidence is available in the Southeast Texas Archeological Study Region to confirm that Clovis groups were contemporaneous with those in other regions but appear to have practiced a similar nomadic hunter-gatherer lifestyle later than populations further north in the Prairie-Savanna Archeological Study Region.

The spatial distribution of Paleoindian artifacts trends towards major streams or within stream drainages. The projectile points from the early to late phases of the Paleoindian period, Clovis, Plainview, Folsom, Scottsbluff, and San Patrice, are often isolated finds, surface finds, or have been recovered from mixed deposits (Ricklis 2004). The types of lithic raw materials used in tool production suggest the population was highly migratory as many of the lithic types are not sourced in the region. This indicates extensive movement of people and/or trade of raw materials in a larger geographical region (Ricklis 2004).

More definitive radiocarbon dates exist surrounding Folsom projectile points. A single diagnostic Folsom projectile point was recovered from excavations at 41WH19 in Wharton County (Patterson et al. 1987), stratigraphically associated with charcoal deposits. The radiocarbon dates produced a date of 9920±530 BP (AA-298). Although isolated Folsom points have been reported from other sites in the region (Story 1990), limited additional evidence has been reported to help understand the subsistence economy of the Paleoindian period. Traditionally, the Folsom culture is associated with bison hunting, however; environmental data indicates that bison were unlikely to be an available resource in the Southeast Texas Archeological Study Region, suggesting a different subsistence tradition was in use.

Following the earlier phases of the Paleoindian period, a variety of projectile points, and presumably associated cultural groups, begin to appear in the region. The later phases of projectile points include Dalton, side-notched San Patrice, and Big Sandy (Patterson 1995). Occasionally, projectile points of the Southern Plains tradition are present, including Plainview, Scottsbluff, Meserve, and Angostura. Similar to the Folsom tradition, the prehistoric cultures associated with these point types were hunter-gatherers, frequently associated with bison hunting as a primary subsistence strategy, although the Southeast Texas Archeological Study Region lacks significant collections of faunal remains to support a subsistence economy based on bison hunting.

#### 2.2.2.2 Archaic (7000–1900 BP)

The context from which Archaic and Paleoindian sites and artifacts have been recovered in the Southeast Texas Archeological Study Region is one of ongoing soil mixing processes and pedoturbation (Ahr et al. 2013). The soil acidity in the region from the commonly occurring alfisols (Abbott 2001) is not conducive to the preservation of organic artifacts such as faunal remains, plant materials and/or charcoal. The overall effects of these conditions have restricted the development of archeological insights regarding changes in subsistence strategies and settlement patterns over time. In addition, no significant primary lithic sources exist in the region that would have made the area more appealing to prehistoric cultural groups, despite the presence of high-quality, river worn cobbles found in secondary contexts (Ensor and White 1998; Patterson 1995).

Without stratigraphic integrity, a general lack of preservation, and an absence of locally available, high-quality lithic sources, researchers have relied on diagnostic projectile point data to develop a chronology for the Archaic period within the Southeast Texas Archeological Study Region. By comparing similarities in projectile point morphology to specimens from surrounding regions found in dated and stratified contexts, a baseline chronology, consisting of three stages (i.e. Early, Middle, and Late-Early Ceramic) has been proposed (Patterson 1995).

Utilizing a similar theoretical framework to that used in the development of a chronology for the Archaic period in the Prairie-Savanna Archeological Study Region, researchers have inferred potential mobility patterns and subsistence strategies. With the exception of a more diverse toolkit indicating greater cultural diversity than the preceding Paleoindian period, it seems that groups in Southeast Texas continued to practice a nomadic hunter-gather lifestyle throughout the Early (7000-5000 BP) and Middle (5000-3500 BP) Archaic periods. Little information is available regarding site location patterns and limited evidence is currently available regarding the temporal timescale of occupation sites (i.e. temporary, semi-permanent, permanent).

The Late Archaic/Early Ceramic period (3500-1900 BP) in the Southeast Texas Archeological Study Region has been defined by the increasing use and appearance of ceramic material in the archeological record. The early ceramics are believed to have been introduced into the area from Louisiana and the Lower Mississippi Valley. During the transitional phases of the Middle to Late Archaic, the use of ceramics does not appear to have led to significant changes in settlement patterns. Early ceramics are frequently found overlaying previous Archaic deposits, indicating a continued occupation within specific geographical areas. Traditionally, the increased use of ceramics is seen as an indication of increased sedentism (longer and increased reuse of camps). Patterson (1995) hypothesized that an increased use of ceramics results from population increase. He also notes that Goose Creek Plain ceramics were used throughout the region during this phase. Story (1990) suggests that Goose Creek Plain ceramics typify the Mossy Grove cultures/traditions in this region, as well as portions of the previously discussed Prairie-Savanna Archeological Study Region.

The Later Archaic/Early Ceramic period shows evidence for landscape stabilization and sites attributed to this period have become more common and visually pronounced in the archeological record. Evidence for human burials in cemetery settings has been reported from the Lower Brazos and Colorado River basins (Story 1990). The Ernest Witte Cemetery in Austin County is the largest prehistoric cemetery in the region. The largest inhumation group at the cemetery is believed to have occurred during the Late Archaic period with 145 interments, approximately 60 percent of all interments at the site. Approximately 48 percent of these burials had grave goods associated with the inhumations. Burials tend to be indicative of social groups with reduced mobility within a smaller territory (Sutton 2016), as well as the evidence of an increased use of poor quality local lithic materials as groups adapt to the natural resources that are unique to their localized geographic region.

### 2.2.2.3 Late Prehistoric (1900–300 BP)

Evidence for the development of horticulture appears in the archeological record in Texas during the Late Prehistoric period as previously discussed (Joe Pool Lake) in the Prairie-Savanna Archeological Study Region; however, the Southeast Texas Archeological Study Region appear to have continued a hunter-gatherer subsistence economy without the inclusion of cultigens in the local population's diet (Perttula 1993). Inland areas continued with a hunter-gather lifestyle with groups nearest the coastline relying heavily on marine resources. Both inland and coastal subsistence strategies relied on the seasonal availability of food resources, with inland groups relying on the hunting of small mammals and plant materials while the coastal groups relied on fish, shellfish, alligator, and turtle (Patterson 1995).

Artifacts in the Southeast Texas Archeological Study Region reflect the diversity and the seasonal reuse of sites between inland and coastal populations during the Late Prehistoric. Inland assemblages are characterized by modest amounts of ceramics, fired clay balls, significant amounts of lithic material, and bow and arrow technology (Patterson 1995). Coastal sites are typified by a limited quantity of lithic materials, oyster shell tools, and a large volume of ceramics (Patterson 1995). The overall lack of lithic materials and shell middens suggest coastal groups were less mobile and had access to more abundant food sources than inland groups. Unlike other regions north and east, it does not appear that the introduction of ceramics was accompanied by crop domestication and horticulture (Perttula 1993).

#### 2.2.2.4 Protohistoric/ Historic Indian (AD 1650-1800)

The Protohistoric and Historic Indian period cultures known to have occupied the Southeast Texas Archeological Study Region include the Karankawa, Tonkawa, Bidai, Akokisa (Orcoquiza), Kickapoo, Couchatta, and Atakapa tribes (Patterson 1995). These local Native American groups interacted with early French explorers and Spanish missionaries and traded locally sourced items, such as furs and skins, for goods manufactured and transported from Europe. Protohistoric and Historic Indian period researchers rely heavily on radiocarbon dates, and/or the presence of items manufactured in Europe due to limited diagnostic artifacts from this period, and historic documentation. Trade goods produced by indigenous groups dating to this period include Rockport-type ceramics and ceramic loop handles, as well as bulbar-stemmed, Guerro, Fresno, and Cuney-type arrow points. European manufactured items include, firearms, gunflints, glass and glass beads, and metal objects such as coins, brass bells, kettles, and iron projectile points.

The first Europeans to reach the Southwest Texas Archeological Region were likely the French explorer René Robert Cavellier, Sieur de La Salle, in 1687, and Spaniard Alonso De León, the governor of Coahuila, in 1690. De León's route, which followed an old Native American trace, became known the La Bahía Road, and operated as an important Spanish thoroughfare in southeastern Texas and southwestern Louisiana. When the Spanish arrived in the vicinity, they noted that the area was already populated by the Bedai Indians. The two groups had little contact with one another, however the Bedai did trade with the French during the late 1700s. The Bedai suffered a massive population decline in the late eighteenth and early nineteenth centuries, primarily due to disease. As Europeans began to settle in the area, members of neighboring tribes such as the Kickapoo and Couchatta merged what remained of their small villages. The Native American and European inhabitants lived rather amicably amongst each other, and there is even some evidence that these local tribes provided some protection against the Comanche and Lipan Apache tribes to the Europeans (Jackson 2019a).

Few members of the Bedai remained in the area by this point, as many assimilated with the Orcoquizas, Couchattas, or Caddo. After this time, surviving members of the Bidai tribes were relocated to reservations by the United States government's general removal program in 1854. By 1860, six members of the Bedia tribe were listed by the United States Census; three in 1870; four in 1880; and none by 1890 (Blair 1930; Jackson 2019a).

## **3.0 HISTORIC CONTEXT**

### **3.1 Introduction**

The National Park Service guidance for determining if a resource qualifies for listing in the NRHP states “Historic Contexts are those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear (National Register Bulletin #15:1997:7).” Therefore, the historic context for evaluating the significance and NRHP eligibility of the historic resources identified within the project APE takes into account the broader area of each of the ten counties crossed by the Build Alternatives, with a focus on land use, spatial organization, development of the built environment, and the cultural landscape. Although variances between each of the counties are evident, through archival research and survey data, common relevant themes impacting the development patterns and trends within the project area were identified. These themes include early settlement, arrival of the railroad, and community development. The following sections are a brief overview of the historic record of each of the ten counties crossed by the Build Alternatives.

### 3.2 Dallas County

Early communities in Dallas County were primarily engaged in farming and develop along key trails, roads, and railroads that crossed through the county. The town sites and communities that developed in proximity to the Build Alternatives in Dallas County include the City of Dallas, Fruitdale, Joppa, Hutchins, Lancaster, and Wilmer (**Figure 3**). A brief discussion of the county and the communities is provided below.

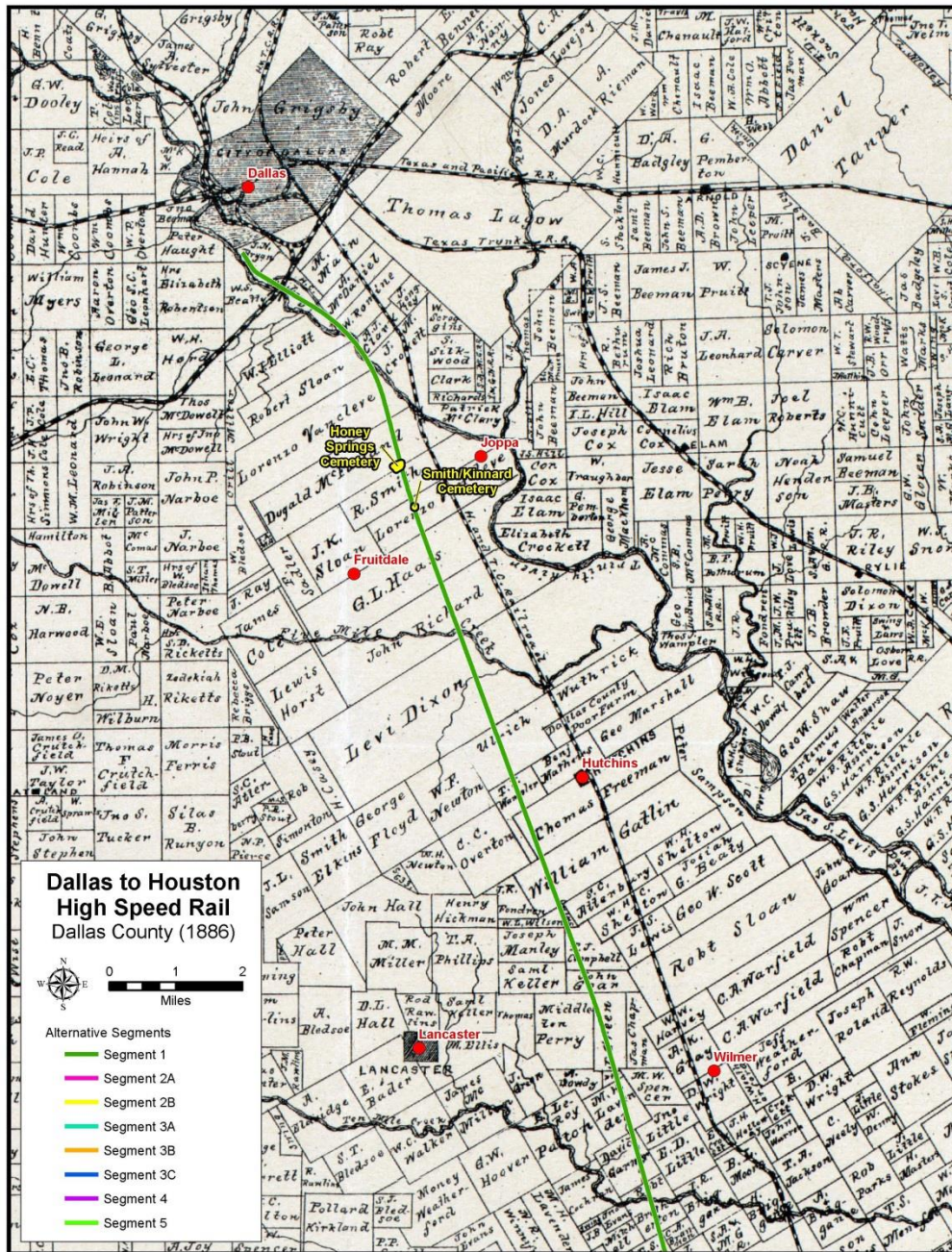


Figure 3: 1886 Murphy & Bolanz map of Dallas County (Library of Congress 2019a).

### **3.2.1 Development of Dallas County**

Dallas County, which encompasses 902 square miles of rich Blackland Prairie, is located in north-central Texas. In general, the area remained largely unsettled until 1841 when people, primarily from the upper southern states, were drawn by a land grant made to William S. Peters and the Texas Land and Emigration Company of St. Louis in 1841 and 1842. The Texas Land and Emigration Company was an organization of twenty American and English investors who began the systematic settlement of what would become the counties of North Texas, including Dallas County (Wade 2019). The first land grant of August 1841 offered 320 acres to single males and a maximum of 640 acres per family. Insufficient unappropriated land within the area, financial difficulties, and the lack of interest in settling the area resulted in multiple requests for boundary extensions to the original grant (Wade 2019). However, by 1848, the Peter's Colony had introduced more than 2,000 families to North Texas, including Dallas County (Connor 1959).

Dallas County was officially formed in 1846 after Texas was annexed to the United States. Early settlers of Dallas County developed farming and ranching as the county's economic mainstay, and corn was the primary crop grown. In 1850, the city of Dallas was chosen as the temporary county seat, at which time the population in Dallas County was 2,743, including 207 slaves. Although slavery in Dallas County was not as vital to the economy as it was farther east, in 1860, the census showed Dallas County had a total population of 8,655, of whom 1,074 were slaves owned by 228 slaveholders. Slaves accounted for approximately 12 percent of the county's total population, but less than one percent of the total slave population in Texas, which totaled 180,682 people in 1860 (Wade 2019).

The absence of rail slowed Dallas County's growth. From 1843 to 1850 goods were shipped by road to the nearest markets of Houston, Texas, and Shreveport, Louisiana. The county was at the crossroads of two roads: the Military Road from Austin (south) to the Red River (north), which was completed in 1842, and Preston Road. Preston Road was laid out in 1840 by Colonel W.G. Cooke and the First Texas Infantry Regiment Texas soldiers. It served as a military road, beginning in Austin and terminating at the Coffee trading post, adjacent to a fort established by Captain William Preston. The road was part of the Central National Road of the Republic of Texas that had been authorized by the Eighth Congress of the Republic of Texas (Cowling 1936). Between 1850 and 1870, the road was heavily utilized for freight, immigration, and as a trail for driving cattle (Dunn 2000). Preston Road remains a primary transportation route today, although it has been paved and designated as SH 289 (Dunn 2000).

The establishment of railroads in Dallas County by the 1870s resulted in the continued expansion of the county's large-scale crop production and spurred the development of small communities along the rail line. In 1872, the first railroad to be built through Dallas County was the Houston and Texas Central Railway (HT&C). A year later, the Texas and Pacific (T&P) connected Dallas County to the areas to the west and east, and by 1885, the county had a total of five railroads (Maxwell 2019a). Dallas County remained primarily rural and agricultural through 1920, although manufacturing and industries became more important to the county's economy during this time period. Cotton production was at its peak in 1900; while wheat and oats had their largest crops in 1920. The year 1920 also saw the largest number of farms in the county, 5,379 (Maxwell 2019a).



By the 1950s, farming in Dallas County began to decline and became less significant to the county's economy compared to manufacturing. With an increase in manufacturing and other industries such as retail trade and wholesale trade during the latter part of the 1900s, the population in Dallas County increased rapidly and land use shifted from primarily rural to urban. In 1950, nearly 90 percent of the land in the county was classified as urban and the census bureau listed the entire county as the Dallas Metropolitan Statistical Area (Maxwell 2019a).

### **3.2.2 Dallas County Communities**

#### **3.2.2.1 City of Dallas**

The City of Dallas was founded on the east bank of the Trinity River near a natural ford by John Neely Bryan in 1841. The spot Bryan chose provided a good crossing point of the river for miles and in 1848 he developed a ferry terminus in this spot (McElhaney and Hazel 2019). It was hoped that the Trinity would prove to be a navigable river for the transportation of goods in and out of the city, specifically from Dallas to the Gulf of Mexico. However, all attempts proved to be impractical. Railroads and eventually highways would prove to be an easier way for Dallas to achieve the economic expansion the city desired (McElhaney and Hazel 2019).

In 1844, Bryan laid out the town plat based on the orientation of a bend in the Trinity River and established 300 square-foot blocks separated by 80-foot wide streets (Holmes and Saxon 1992). Although Bryan's survey was preceded by the 1841 survey of John Grigsby, it was Bryan's survey that established the development pattern of what became the Dallas central business district (Moir et al. 1987). Most of the town lots purchased during the next ten years surrounded the courthouse on Houston Street between Main and Commerce streets.

During the late 1860s, Dallas became a center of the buffalo trade, and continued in that role into the mid-1870s. In 1875, the combined revenue from buffalo hide dealing and railroad activities was estimated at over six million dollars. Although the population steadily increased from the establishment of the city in the 1840s through the next thirty years, the coming of the railroads in the 1870s was one of the most significant factors in shaping the city. The Houston and Texas Central Railway (H&TC) was the first to arrive, linking Dallas with Houston and Galveston in 1872. The T&P, one of the most important east-west railways in the state, built its line through Dallas in 1873. Although the coming of the T&P brought new business and development to the area, navigation north and south across the tracks at Pacific Avenue was difficult. This caused commercial development to concentrate south of the tracks, expanding east from the river rather than north (Holmes and Saxon 1992).

Following the arrival of the railroad there was a boom in Dallas, resulting in the establishment of many warehouse and commercial buildings; however, most of these were demolished during the ensuing twentieth century boom (Moir et al. 1987; Williams and Hardy 1978). Economic difficulties resulting from the Panic of 1873 actually had a positive effect on development in the central business district in Dallas. With financial backing for expansion reduced, the T&P halted construction of new tracks, and through 1876, Dallas served as the railroad's terminus and an important shipping point (Moir et al. 1987).

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In the early 1880s, the population of the city and its environs, within a circumference of about 15 miles, stood at approximately 60,000. Commercial interests in Dallas were highly focused on wholesale and retail distribution businesses. Between 1880 and 1882, trade through the city was estimated to have nearly doubled (Holmes and Saxon 1992).

In 1908, Dallas was struck by flooding, which was a significant factor in shaping future development in the city during the early twentieth century. Water from the flooding caused approximately five million dollars of damage, which prompted city officials to consider actions that would lessen the impact of flooding and improve transportation-related problems in the city (Furlong et al. 2003). Landscape architect George Kessler was commissioned by the city of Dallas in 1910 to develop a city plan (Kessler 1911). Kessler's recommendations included the consolidation of railroad facilities into a single central depot and the construction of levees adjacent to the Trinity River, but the plan was never fully implemented (Kessler 1911; Moir et al. 1987, Skinner et al. 1996).

In 1919, the Dallas Property Owners Association asked Kessler to update his earlier plan. However, interest in implementing the second plan was not sparked until after the area was again hit by severe flooding in 1921 and 1922 (Jackson 2000). By 1926, designs to improve the Trinity River were well underway. Improvement plans included straightening the river channel, which required several railroads to realign their routes. Initially, the railroads opposed the project, but quickly realized its benefit and withdrew their opposition (Dallas Morning News 12 July 1926).

World War II brought growth, prosperity and new industries, especially related to aircraft manufacturing, to Dallas. The city physically grew from 45 square miles in 1945 to 198 square miles in 1955, hitting a population of 795,000. In the post-war years, Dallas continued to grow. Interstate Highway (IH) 35 opened in 1959 being the first freeway completed under the 1956 Federal Highway Act. By 1960, the population was 679,684 and the city encompassed approximately 282 square miles (Quimby and Singleton 2008). Dallas experienced a building boom in the 1970s and 1980s which impacted the downtown and north Dallas areas. The population during this time had grown to 844,401, which represented the continued expansion and development of the city. By the year 2000, the population had grown to 1,188,580 (McElhane and Hazel 2019).

### 3.2.2.2 Joppa (Honey Springs Cemetery)

The community of Joppa was founded in 1872 on the R. F. Smith Survey by the freed slave Henry Critz Hines of the William Brown Miller Plantation. This community is considered one of the best-preserved Freedmen's communities remaining in the southern United States (Dallas Trinity Trails 2019). William Brown Miller was one of the original pioneers to settle the south Dallas area. Arriving in 1847 from Tennessee, Miller purchased 562 acres of the Van Cleave Survey (Dallas Trinity Trails 2019). In 1866, Miller formed the Honey Springs Ferry Company, creating a crucial Trinity River crossing point. Run by Hines, Miller's Ferry connected Dallas, Hutchins, Corsicana, and Galveston prior to the arrival of H&TC in 1872. By 1900, the unincorporated community was surrounded by the H&TC to the west, the Trinity River to the east, and Honey Springs Branch to the south (**Figure 4**). The community remains very much the same, with many residents being the descendants of the original freedmen of the Miller Plantation.

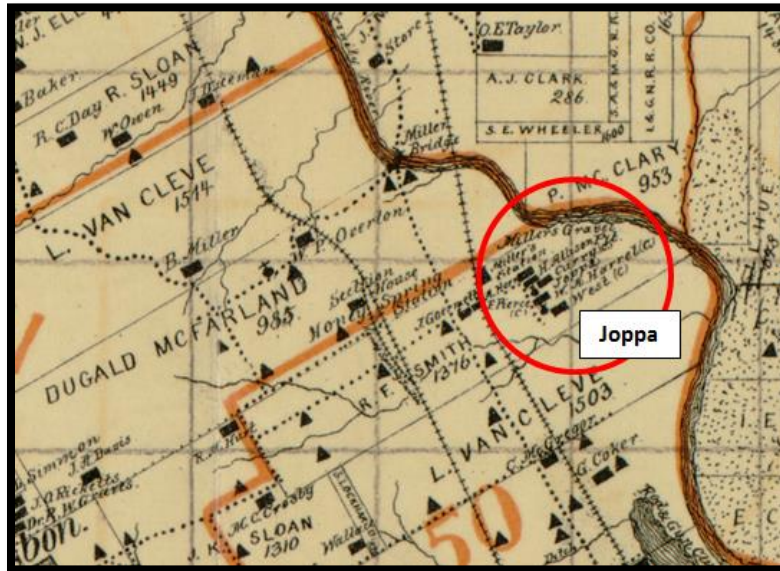


Figure 4: 1900 Sam Street's Map of Dallas County identifying the location of the community of Joppa. The (c) beside the resident's name indicates "colored" (Library of Congress 2019b); Dallas Trinity Trails 2019).

Located south of Overton Road on the old Overton farm is the Honey Springs Cemetery (also known as Bulova Cemetery, Queen's Cemetery, Coming Home Cemetery, and Homecoming Cemetery). The cemetery is near the intersection of Bulova Street and IH-45, approximately 1.5 miles northwest of the community of Joppa. The cemetery was established in 1872 and is associated with the freedmen of the William Brown Miller plantation. After Emancipation, the descendants of the Miller slaves continued to be buried in the cemetery. The most recent interment occurred in 1966. Many of the graves are unmarked, but a memorial wall constructed in ca. 2003 lists the names of those known to be buried at the cemetery (Figure 5). The cemetery appears to retain sufficient integrity to convey its historic significance and association with the early development of south Dallas after Emancipation. The Honey Springs Cemetery was included as part of the historic resources survey conducted for this Project and was recommended eligible for listing in the NRHP under Criteria A and D, and Criteria Consideration D at the local level of significance (McDougall et al. 2017). The NRHP eligibility for this resource has been concurred by the THC.



Figure 5: 1993 memorial wall erected on the south entrance of Honey Springs Cemetery in Dallas County (URS 2016).

### 3.2.2.3 Fruitdale (Smith-Kinnard Cemetery)

Fruitdale, formally Christian Valley, is bounded by Fordham Road to the north, the Missouri, Kansas, and Texas Railway to the east, Ledbetter Drive to the south, and Sunnyvale Street to the west, located on the original J. K. Sloan and G. L. Haas Surveys. First settled in the 1850s, Fruitdale remained a farming community even after the Missouri, Kansas, and Texas Railway came through in 1886. By 1937, Fruitdale was incorporated with deed restrictions forbidding businesses within the limits of the city, keeping the population low at 432 residents. By 1950, the population had risen to 876 when the large lots began to be divided and sold (**Figure 6**). Eventually the wells began to dry and the residents decided to unincorporate in 1964, when Fruitdale was annexed by the city of Dallas (Maxwell 2019b).

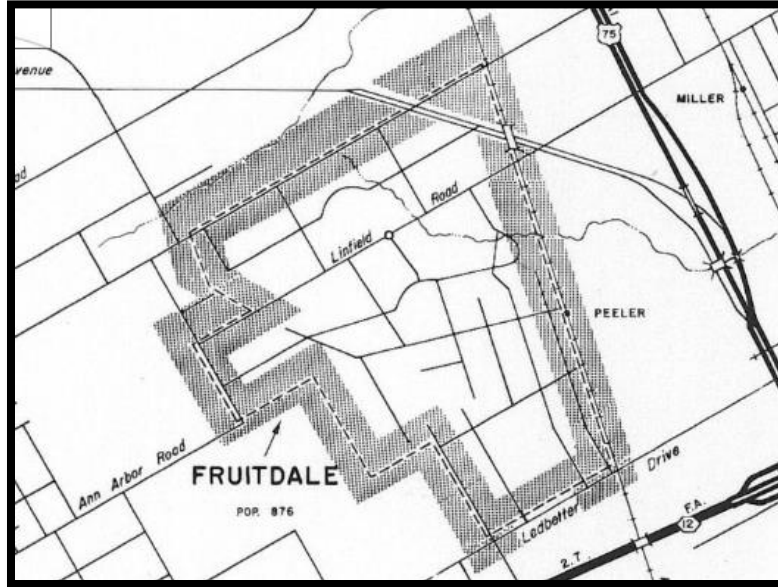


Figure 6. 1961 General Highway Map of Dallas County (Texas GLO 2019a).

Fewer than 300 ft east of the Fruitdale eastern boundary, lays the Smith/Kinnard Family Cemetery. The earliest known interment is that of Thomas Smith (1866), followed by William Kinnard (1867) and Howard Kinnard (1868). There are believed to be a total of 16 burials within the cemetery, although only three headstones remain. The cemetery is located on property previously belonging to the Linfield Elementary School. The Smith/Kinnard Family Cemetery was included as part of the historic resources survey conducted for this Project. The Smith /Kinnard Family Cemetery has been recommended potentially eligible for listing in the NRHP.

#### 3.2.2.4 Hutchins

The community of Hutchins, located just south of IH-20, bisected by IH-45, and immediately east of Segment 1 of the Build Alternatives, was established around 1860 when it became a trading place for settlers along the west bank of the Trinity River. The H&TC was completed through Hutchins in 1872. By the end of that year, the community had a post office, cotton gins, a gristmill, general stores, a school, and a church. It wasn't until 1945 that the City of Hutchins was incorporated. The population of Hutchins has remained low, with 300 residents recorded in 1890, 500 in 1926, more than 700 by 1952, and close to 3,000 by the time of the 2000 census. A recorded 133 businesses were located within Hutchins, although the majority of the residents work in Dallas (Woestman 2019).

#### 3.2.2.5 Lancaster

The city of Lancaster was first settled in 1847 when Abram Bledsoe purchased a portion of the Rodrick Rawlins survey, north of Ten Mile Creek (**Figure 7**). Bledsoe, naming the town after his birthplace of Lancaster, Kentucky, laid out the town in 1852. The post office was established in 1860, and the city was incorporated in 1887. Prior to incorporation, the population of Lancaster was 550, but nearly doubled by 1900. During this time, Lancaster established a newspaper, two roller mills, three cotton gins, four churches, a Masonic Temple, and the Lancaster Tap Railroad, a connecting line from Lancaster to the H&TC stop in Hutchins five miles to the northeast. The Dallas and Waco Railroad was built through

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Lancaster in 1888, later become part of the Missouri, Kansas and Texas. The Lancaster Tap was abandoned in 1934. The population of Lancaster remained low, with 1,200 residents in 1925. The population more than quadrupled by 1960, with nearly 7,000 inhabitants. By 1970, the city had a population of 12,500, and rose to 18,718 by 1990 (Nall 2019).

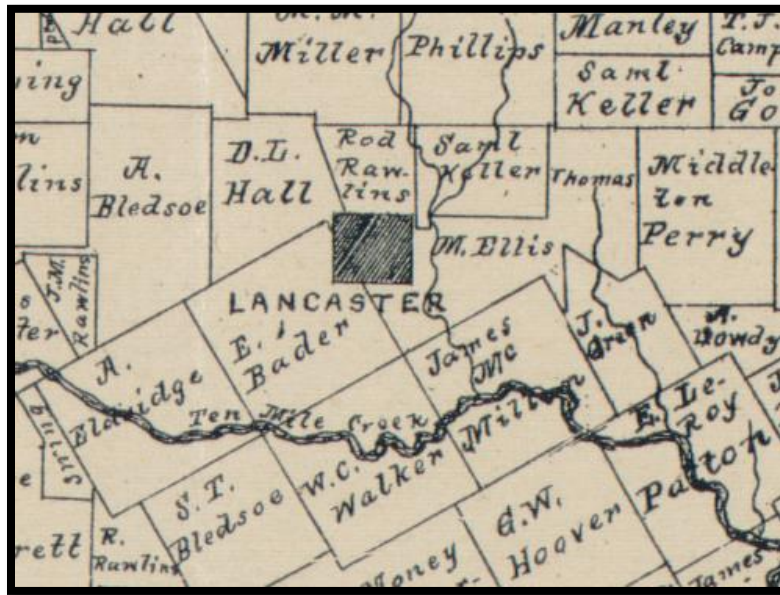


Figure 7: Location of the city of Lancaster on the 1886 Murphy and Bolanz map of Dallas County (Library of Congress 2019a).

### 3.2.2.6 Wilmer

The community of Wilmer is at the junction of IH-45 and US 75, bisected by Cottonwood Creek. Although no founded until 1876, the community of “Prairie Valley” was a stop for the H&TC in 1872. When the Post Office was established in 1884, the town was renamed Wilmer, after a conductor for the H&TC, A. J. Wilmer (Maxwell 2019c). By 1890, the population of Wilmer reached over 100 and had two churches, a cotton gin, a steam mill and two stores. A fire devastated the downtown area in 1929 due to the shallow wells not being able to produce enough water. Most of the town was rebuilt to the east and the population reached 250. By 1945, Wilmer was incorporated with the focus of implementing a public water system, although none was in place by the end of the decade. The town of Wilmer combined the school district with nearby Hutchins, and a voluntary fire department was put in place by 1949. The community continued to grow, with 2,479 residents in the 1990s and 3,393 by 2000. An estimated 85 percent of the population of Wilmer commutes to Dallas for work (Maxwell 2019c).

### 3.3 Ellis County

While no communities lie directly within the TCRR corridor, the area is surrounded by several smaller towns whose growth is indicative of the county's settlement patterns from the mid-nineteenth century, many of which were directly related to the booming agricultural economy and the railroad industry. Ellis County and communities surrounding the Build Alternatives include Ferris, Palmer, Reagor Springs, Ennis, Bardwell, and Rankin, are discussed below (Figure 8).

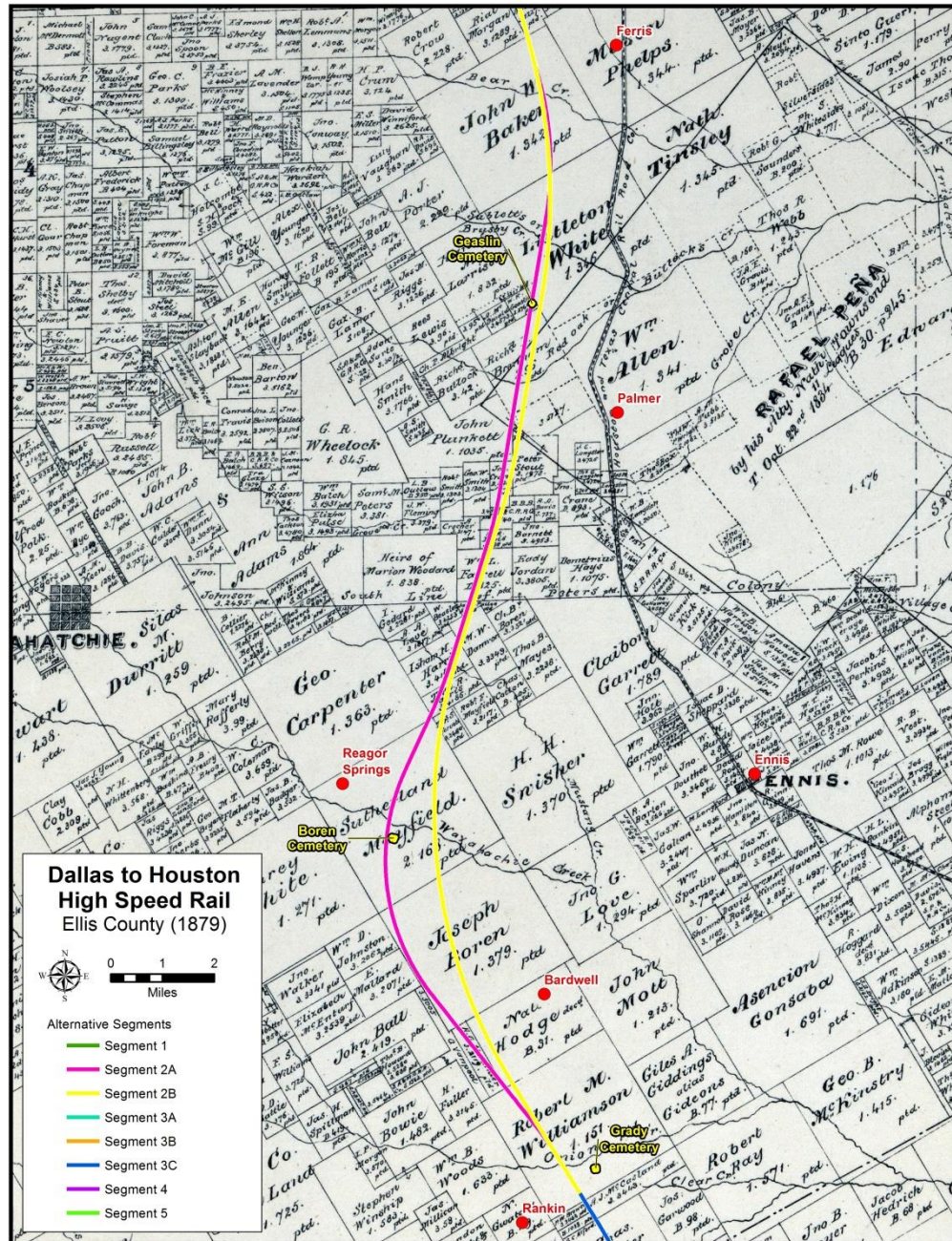


Figure 8: 1879 Texas General Land Office map of Ellis County (Library of Congress 2019c).

### **3.3.1 Development of Ellis County**

Before Texas independence, while under the control of Mexico, several empresario grants were awarded by Mexico in order to populate the territory (Haaser 2019; Hardy nd a). Under both Spanish and Mexican rule, the purpose of the empresario system was to increase the population of Texas and prevent takeover by another country. Immigrants were expected to convert to Catholicism and slavery was illegal (though overlooked) (McComb 1989). Although many grants were awarded overall, only three were within present-day Ellis County. The first was awarded to Thomas Jefferson Chambers for 8 leagues on September 23, 1834, with each league consisting of approximately three linear miles, followed by a second grant to Rafael de la Pena for 11 leagues, and then a third to Alejandro de la Garza for 4 leagues, both on October 22, 1834. On March 2, 1836, Texas declared its independence from Mexico and became the Republic of Texas; although it was not until 1846 that Texas was annexed into the United States. While still a Republic, Texas followed the example set by Mexico as it sought to populate its new country by offering land as an incentive (Haaser 2019; Hardy nd a). In 1841-1842, Texas awarded a land grant, which included the northern section of present-day Ellis County, to William S. Peters, also doing business as (DBA) Texas Emigration and Land (Ericson 2019; Haaser 2019).

In 1843, the Republic of Texas awarded another land grant, which included the southern section of present-day Ellis County, to Charles Fenton Mercer, DBA Texas Association. The Peters and Mercer land grants were to become two of the most significant grants in the development of Texas. The Peters land grant, or Peters Colony, eventually covered 16,000 square miles, including the area around the present-day City of Ennis (Hardy nd a). Peters solicited settlers exclusively from the states of Arkansas, Kentucky, Missouri, and Tennessee. By 1848, over 2,000 families had settled on his land. Early settlers included William R. Howe, who established Forrester in 1843; the Southerland Mayfield family, who established Reagor Springs in 1844; and the Billingsley family, who established Ovilla in 1844 (Haaser 2019). In 1849, Ellis County was removed from Navarro County and named in honor of Richard Ellis, President of the Constitutional Congress during the declaration of Texas' independence (Brooks 1964). Waxahachie, a Native American word for "buffalo creek," was established as the county seat of Ellis County in 1850 on land donated by the pioneer settler Emory W. Rogers (County of Ellis 2019; Felty 2019).

The early settlers of Ellis County included many who emigrated from southern states, bringing cotton with them and, frequently, their slaves (Haaser 2019, Hardy nd a). In 1850, the number of slaves in Ellis County stood at 87, with an average of less than five per family farm. Despite this early influx, the main economy was cattle in the late 1850s, and by 1860 cattle production ranked sixth in the state. However, as the overall population of Ellis County continued to increase, the cotton economy began to develop on a wider scale. Not coincidentally, the number of slaves rapidly increased, reaching 1,104 by 1860. Settlers from cotton-producing states were not the only ones drawn to Ellis County, immigrants from Europe, most notably from Slovakia and the Czech Republic, Hungary, and Germany, also arrived.

The Civil War divided the county as it divided the country. Nonetheless, Ellis County residents supported the Confederacy and, as such, voted for succession from the United States (Haaser 2019). In fact, one source stated that every single person of voting age in Ellis County voted for succession (Lewis Publishing 1892). In support of the war effort and their beliefs, a Confederate powder mill was



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established in Waxahachie and a Confederate hat factory was established in Italy (Haaser 2019). Several regiments quickly formed within Ellis County with the Twelfth Texas Cavalry Regiment, also known as Parsons' Brigade, quickly becoming recognized as one of the finest cavalries west of the Trans-Mississippi line (Bailey 2019; Waxahachie Daily Light 1907).

The loss of the war and the subsequent Reconstruction period proved to be a very difficult time as the county struggled with occupation by Union troops and the change in culture and economics brought about by the freeing of former slaves (Haaser 2019). With the end of slavery, both the landowner and the former slaves were in need of new economic models. As such, the practice of tenant farming emerged and included both African- and European-Americans (Hardy nd b). In addition, Ellis County suffered the loss of 100 square miles to Johnson County in a dispute over boundaries, which was not resolved until a new survey was undertaken in 1939 (Haaser 2019). A bright spot in the midst of all the post-war difficulties was the arrival of the H&TC Railroad into Ellis County in 1871/1872, which bolstered the economy by allowing crops and goods to be shipped more widely, while at the same time providing easier access to supplies for local farmers and merchants (**Figure 9**) (Haaser 2019; Hardy nd b).

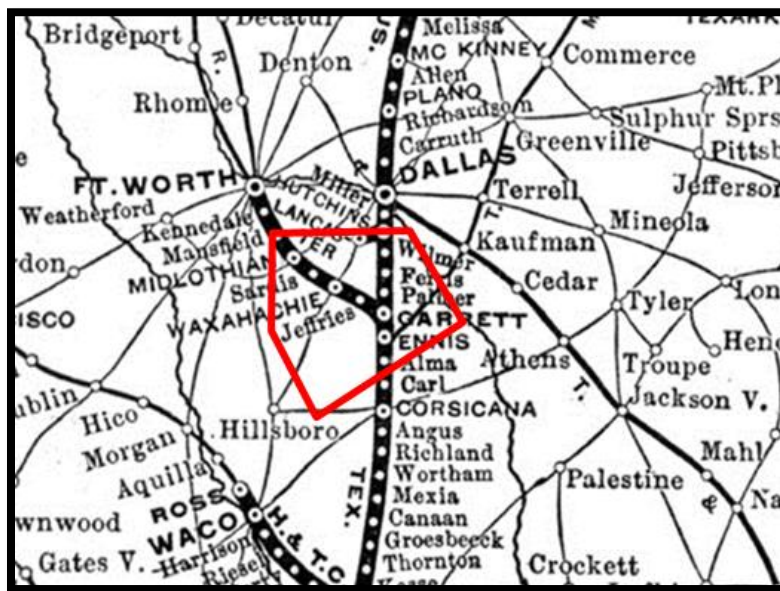


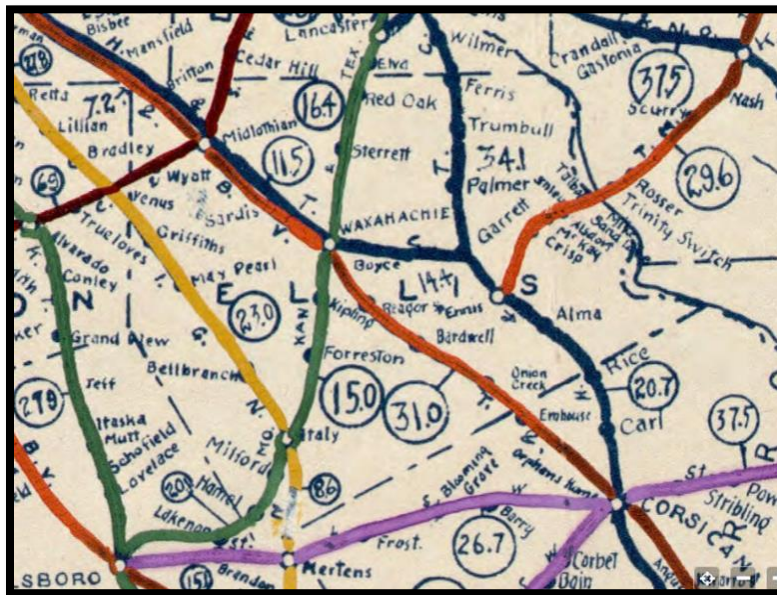
Figure 9: 1906 Official Guide of the H&TC (Ellis County stops are within outlined area) (Texas Transportation Archive 2019).

During the Panic of 1873, one-fourth of the railroads nationwide went bankrupt. Within the next two years, 18,000 businesses failed, and unemployment skyrocketed to 14 percent. The massive financial failure led many to migrate west, including many from southern cotton states which served to reinforce the early cotton culture in Ellis County (Haaser 2019). During the 1870s, cotton production increased by 600 percent (to 18,956) and by 1880, aided by new technologies such as mechanical cotton feeders, condensers, compact presses, and unloading devices, Ellis County was producing one-fourth of the world's cotton (Brooks 1964; Haaser 2019; Hardy nd b). By 1880, there were 2,884 farms and the population had tripled from 7,515 in 1879 to 21,294.

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With the success of farming, and in particular cotton, farmers needed better roads in order to reach the various market towns and railroads that were operating in the county (Haaser 2019; Hardy nd b). As a result, during the late nineteenth century to early twentieth century, old roads received improvements, while new roads were built. In addition, Ellis County was becoming important within the railroad industry, with five railroad routes crisscrossing the county (**Figure 10**).

By 1900, the county's population had risen to 50,059. There were 203 industrial businesses and the number of farms had more than doubled to over 6,000—a number which remained consistent until the 1930s (Haaser 2019). Of these 6,000 farms, approximately 80 percent were farmed by tenants. For a brief period in the early 1900s, Ellis County led the state in cotton production (Brooks 1964).



**Figure 10: The “Railroad Map of Texas, 1926 “ depicting rail lines through Ellis County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the Trinity & Brazos Valley Railway (1907) [orange] (Library of Congress 2019d).**

While Ellis County had remained rural and predominately agricultural until this point, the 1930s through the 1940s would prove to be a time of major change. By 1930, the population had grown to 53,936. The black population, the fastest growing segment, accounted for almost one-fourth of the overall population (Brooks 1964; Haaser 2019; Hardy nd a). Cotton production began to decline due to soil erosion, subsequent acreage controls, the introduction of other crops, and a decreased demand caused by the Great Depression. As a result of the decreased demand for cotton and the continued mechanization of farming, the number of tenant farmers decreased sharply to only 1,236 by 1935.

In an effort to combat unemployment, in 1935, the Civilian Conservation Corps (CCC) set up camps in Waxahachie (Waxahachie Daily Light 1940). The CCC, a New Deal program, hired local young men, provided them with new skill sets and training, and then used those skills to make improvements within the county. During their tenure in Ellis County, the CCC built 319 miles of new fence, sodded 4,166 acres, stripped 17,007 acres, terraced 3,025 acres, and utilized new cultivation practices on 17,651 acres.

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By 1940, the population had decreased slightly to 47,753, unemployment had jumped from 6 to 16 percent, and the county was in the process of transitioning from a largely agricultural economy to an urban one (Haaser 2019). The number of farms declined further, from 3,982 to 2,100, in a trend that was to continue until the 1980s (Brooks 1964). By 1945, the mechanization of farming had become widespread. As less land was needed for the upkeep of horses and mules, it was now appropriated for cattle production. The increased mechanization also made farming faster and easier, leading to fewer but larger farms (**Figure 11**).



**Figure 11: Ellis County cotton field ca. 1945 (City of Palmer 2019).**

By 1950, Ellis County had become over 50 percent urban (Haaser 2019). Cotton had been replaced by maize and small farms had been replaced by ranches. Oil was discovered in 1953, adding to the county's economy. By 1954, electricity was available nearly county wide, reaching over 95 percent of the rural areas. By 1960 the transition from agricultural to urban was almost complete (Brooks 1964; Haaser 2019). The number of farms continued to decrease, although those that did remain increased in size by almost 200 percent, reaching an average of 258 acres. Tenant farming, accounting for 80 percent of the farming in 1930, accounted for 32 percent in the 1960s. Many large industrial plants—including clothing, refrigeration, steel, and packing had been established by this time.

The 1960 and 1970 populations, 43,395 and 46,638 respectively, were far less than the 1930 population. Of these numbers, African-Americans accounted for 18 percent (8,593), slightly less than the 1930 national average. Major transportation routes in Ellis County now included four major U.S. highways and six railroads. From 1970, and at least through the next decade, the primary industries became oil and gas, construction, manufacturing, transportation, public utilities, and wholesale trade.

### 3.3.2 Ellis County Communities

#### 3.3.2.1 Ferris (Bluff Springs Cemetery)

Ferris, located in northeast Ellis County near the Dallas County line, was settled in the 1850s by the McKnight and Andrews families, both of which emigrated from Tennessee. The town was originally known as McKnight-Andrews Corner, but with the arrival of the H&TC Railroad in 1874, the town was replatted and renamed in honor of Judge Justus Wesley Ferris. The same year as the completion of the railroad, the town boasted its own general store and post office. By the mid-1880s there were approximately 300 residents in the town. When Ferris was incorporated in 1892, there were 350 residents and approximately 20 businesses (Hart 2019a).

Ferris continued to grow through the turn of the twentieth century, and by 1910, there were a recorded 1,233 residents, along with numerous brick companies established due to an abundance of local mineral clay found in the area soils. The earliest of these brick companies was the Ferris Pressed Brick Company, by T.J. Hurst of Dallas, and the Atlas Press Brick Works, both established in 1895. By 1914, six brick plants operated in Ferris (Ferris [1895-1923], Atlas [1895-1918], Diamond [1910-1923], Globe [1904-1923], Lone Star [1905-1923], and Texas [1909-1926]) (Figure 12), which was known as one of the principal brick manufacturing cities in the state. As of 1921, there were eight brick factories operating in Ferris (Hardy nd a; Perry-Castañeda 2019a), as well as several cotton gins. The longest running was the Mutz and Cassidy Gin Company, also known as the Merchants and Planters Gin, which operated from 1880 to 1957 (Ferris Wheel 1899; Hardy nd a; Perry-Castañeda 2019a) Ferris continues to be referred to as “The City that Bricked the World” (City of Ferris 2019).



Figure 12: Brick manufacturers of Ferris, Texas, ca. 1914 (bricknames.com 2019).

The Bluff Springs Cemetery consists of an approximate 2-acre burial plot located approximately 3.4 miles west of Ferris, south of SH 664 just north of Bear Creek on the west side of Bluff Springs Road. Established in the mid-nineteenth century, the cemetery contains approximately 175 interments. The

earliest interment is that of Nancy Carmical Winniford (October 16, 1815-September 1852). The most recent interment is that of Sara Jane Hazard Jones (June 6, 1869-May 4, 1962). The THC designated the Bluff Springs Cemetery as a Historic Texas Cemetery (HTC) in 2005 (Texas Archeological Sites Atlas [TASA] 2019).

### 3.3.2.2 Palmer (Geaslin Cemetery)

Palmer, originally a part of the Raphael de la Pena land grant, is located just northeast of Waxahachie in central Ellis County and was incorporated in 1890. Settlement in the vicinity of Palmer began during the late 1840s, prior to the actual establishment of the town in 1872 with the arrival of the H&TC Railway. Early settlers included Peter Stout in 1846, a local gristmill owner; Hans Smith, a dry good / grocery store owner, during the late 1840s; Alfred Anthony and John Bunker in 1850; and J. W. Stacks in 1855. Anthony, a local carpenter who also owned the original land claim covering the town of Palmer, sold that portion of his land to the railroad for \$1.00. Despite Anthony's generosity, the town was named for D. S. Palmer, a railroad stockholder and doctor in Houston. By the mid-1880s, Palmer was home to 250 citizens. Like other towns in Ellis County, Palmer had its own brick factory, the Palmer Press Brick Company, which opened its doors in 1902. The Palmer Press Brick Company purchased another local company in 1929, and merged to form the Barron Brick Company. Barron Brick became one of the principle brick suppliers in the county. The town had approximately 750 citizens in the 1910s, which stayed consistent through the mid-twentieth century until it dropped to approximately 600 residents in the 1970s. By 1988, the population of Palmer had more than doubled to 1,505 residents, and has continued to grow at a slow pace with 1,731 residents as of 2000 (Blocker 2004; Minor 2019, 2019a).

The Geaslin Cemetery consists of a family burial plot located approximately 2.5 miles northwest of Palmer on the old D. A. Epps Farm, originally belonging to William King Geaslin (TASA 2019; USGW 2019a) (**Figure 13**). Also known as the Bell and/or Grimes Cemetery, Geaslin Cemetery was established in the late nineteenth century, the cemetery contains between 29 and approximately 80 interments and is completely overgrown. The earliest interments are that of John Miller (July 8, 1805-June 29, 1873) and Cirena H. Geaslin (October 27, 1852-September 26, 1873). The most recent interment is that of Lela M. Grimes (1868-1964). The Geaslin Cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

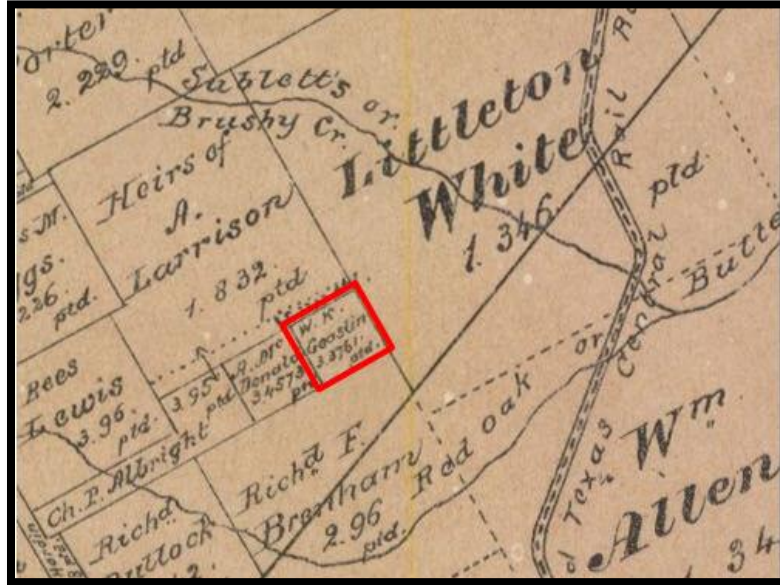


Figure 13: Ellis County land patents, including that of W. K. Geaslin, in 1879 (Library of Congress 2019c).

### 3.3.2.3 Reagor Springs (Boren Cemetery)

Reagor Springs is a small community no longer extant located along U.S. Highway 287 just north of Waxahachie Creek in central Ellis County. Originally settled by the Southerland Mayfield family in 1844 and the Joseph Boren and Michael Boren families in 1847 (Figure 14), the town of “Reagers” was named for Captain John Reagor, a veteran of the War of 1812 who settled in the area in 1849. Reagers received a post office in 1878, lasting only six months, not receiving another one until 1882 as the town of “Ray.” With the arrival of the Trinity & Brazos Valley (T&BV) Railway in 1906, later to become the Fort Worth and Denver City Railway, the name of the town officially became Reagor Springs. The new post office came and went during that same year (Hart 2019b). The population of Reagor Springs remained low with 21 in 1933, 90 in 1964, and maintained 45 residents from 1986 through 2000 (Hart 2019b).



Figure 14: Ellis County, Texas GLO 1889 depicting the Southernland Mayfield and Boren surveys (Library of Congress 2019e).

Michael and Mary Ann Boren, along with their five children, were believed to be the first to settle in the area as slaveholders. After the death of Michael's mother, Nancy Boren, in 1851, he and his son George Riley Boren donated land to the Antioch Church of Christ for the Boren Cemetery to be used by the communities of Reagor Springs and Bethel (Brookshire 1972). The Boren Cemetery is comprised of a 2.0-acre area, 1.3 miles southeast of Reagor Springs. The earliest known burial is of Nancy Boren (1770-February 1, 1851). The cemetery remained in use for a century and contains anywhere from 180 to 300 burials, with the last interment (Georgia Ann Shofner [born in 1864]) occurring in 1951. Boren Cemetery contains the graves of the earliest settlers of the area, as well as veterans of both the Spanish-American War and the Civil War (Brookshire 1972). The Boren-Reagor Springs Cemetery received an Official Texas Historic Marker (OTHM) in 2001 and was designated as an HTC in 2005 (TASA 2019). The Boren-Reagor Springs Cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined eligible for listing in the NRHP. The marker erected for the Boren Cemetery reads as follows:

*"Kentucky native Michael Boren and his second wife, Mary Ann (Ridgeway) moved to this part of Texas with their children and slaves in 1847. Hers is believed to be among the earliest graves in Boren Cemetery, as she died in 1857, but 1868 is the earliest death date recorded on a stone marker. It belongs to Sidney T. Boren, the five-year-old grandson of Michael and his first wife Bettie (Morrow). Boren and his son George donated land for this cemetery for the use of the Reagor Springs and Bethel communities. A reflection of the area's history, it contains the graves of numerous military veterans and members of Ellis county pioneer families."--2001*

#### 3.3.2.4 Ennis

Ennis, the second largest community in size behind Waxahachie, was named after Cornelius Ennis, an early railroad official and former Mayor of Houston (Ennis Convention & Visitors Bureau 2019). The town was established in 1872 after the arrival of the H&TC Railroad. The town was built on a large section of land purchased from David Rose and W. H. Bundy, and platted by August of the same year. A post office and church were built that year. Two years after Ennis was settled, it was home to 300 residents, and by 1890 had increased ten-fold to 3,000 individuals. The new residents of Ennis came from other Southern states, as well as from the Czech Republic and Slovakia (Ennis Historical Society 2019; Maxwell 2019d).

The town was designated as the northern division headquarters for the H&TC Railroad in exchange for providing the railroad with water. After the town was established as the headquarters for the railroad, a foundry, machine shop, and rail yard were constructed in town, which brought numerous jobs to the community. The railroad was important to the economic prosperity of Ennis, and available water was vital to keeping the railroad headquarters there. As a result, three lakes were constructed in 1891, 1895, and 1940, respectively. Prior to the turn of the twentieth century, the Texas Midland Railroad was constructed through Ennis coming from Paris, Texas. Due to the economic stability brought by the railroads, local property values climbed city-wide (Ennis Historical Society 2019; Maxwell 2019d). By the beginning of World War I, in 1914, the population of Ennis had reached 6,600 residents, doubling its population since 1890. At this time, the city boasted two newspapers, an electric plant, both an ice and mattress factory, and a cottonseed oil mill and cotton press (Maxwell 2019d).

The population grew slowly over the next two decades, with a population increase of only 400 by 1930, totaling 7,069. Four years later, both railroads crossing Ennis were purchased by the Texas and New Orleans Railroad. In 1942, a portion of the former Texas Midland Railroad situated north of Ennis was closed due flooding of the Trinity River. In 1961, the Texas and New Orleans Railroad was acquired by the Southern Pacific. Ennis continued to grow steadily through the twentieth century. The 1960s saw the construction of a hospital, airport, and the completion of Lake Bardwell, situated south of the city. The town was home to 11,550 residents by 1970. The city grew slowly over the next two decades, and by 1990 almost 14,000 citizens lived in the city limits. The agricultural focus of the area gradually shifted to cattle ranching. Factories producing furniture, trophies, concrete, and clothing were constructed in Ennis. In fact, factories had become so prevalent in the area there were 53 manufacturers operating in Ennis by 1990. Despite the industrial growth, the population of Ennis only increased to 16,045 by 2000, and approximately 19,007 by 2015 (Maxwell 2019d; U. S. Department of Commerce 2019).

#### 3.3.2.5 Bardwell

Settled in the early 1880s, Bardwell was named for John W. Bardwell, who owned the first cotton gin southwest of town. The community built its first school in 1892, followed by two churches and a post office in 1893. In 1907, the community bypassed by the T&BV Railway and moved from its original location to a new location along the railroad. The community prospered, largely due to the excellent cotton economy. By the early 1900s, Bardwell was home to three gins, ten stores, a gristmill, a lumberyard, and a weekly newspaper. Both a telephone system and electricity were in place by 1914. The town reached its zenith by 1920, with a population of 650 citizens and at least 25 businesses. The town's decline began by the 1930s, but was worsened when the main highway was rerouted away from town. As a result, businesses closed, the population declined, and the school was closed. Students were relocated to Ennis. In 1972, 277 residents remained, along with a few businesses, two gins, and three churches. The population increased slightly to 387 in 1990, and by 2000 had increased to 583 (Barker and Rachels nd; Minor 2019b). By 2015, the population of Bardwell was 668 (Onboard Informatics 2019a).

#### 3.3.2.6 Rankin (Grady Cemetery)

Located southwest of Bardwell, Rankin was originally settled in 1876 by Thomas F. Alston, but was named after Frederick Harrison Rankin. Rankin was one of Texas' original Old Three Hundred settlers, who established himself along Chambers Creek in Ellis County, in 1851. The settlement was initially known as Astonia, and a post office was established in 1879. In 1900, the town's name was officially changed to Rankin. The post office continued to operate until 1905. The first store was opened by F. L. Woodwin and the first cotton gin was opened by Guy Youngblood. A two-story school, Rankin Chapel School, was built in 1878. By 1906, the school had 106 pupils. However, over the following years the community remained small with a population of 34 and a total of three businesses in 1933. The population more than doubled in 1945 to 75 residents, but soon declined and the school was closed in 1952. By 1964, the population was back down to 40 residents, and by 1990 the population had plummeted to 12 individuals where it remained in 2000 (Ellis County TXGen Web 2019; Hart 2019c).



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Associated with both communities of Bardwell and Rankin, the Grady Cemetery is approximately 1.75 miles northeast of Rankin on a terrace setting above the southern bank of Onion Creek. Grady Cemetery is Hodge Road, 3.3 miles from the Navarro County line (**Figure 15**). Of the more than 400 interments, the earliest is of Jimmie R. Wear (August 15 1865-April 12, 1882), although a memorial erected in 1978 indicates the cemetery was founded in the early 1800's (TASA 2019; USGW 2019b). The cemetery appears to still be in use.

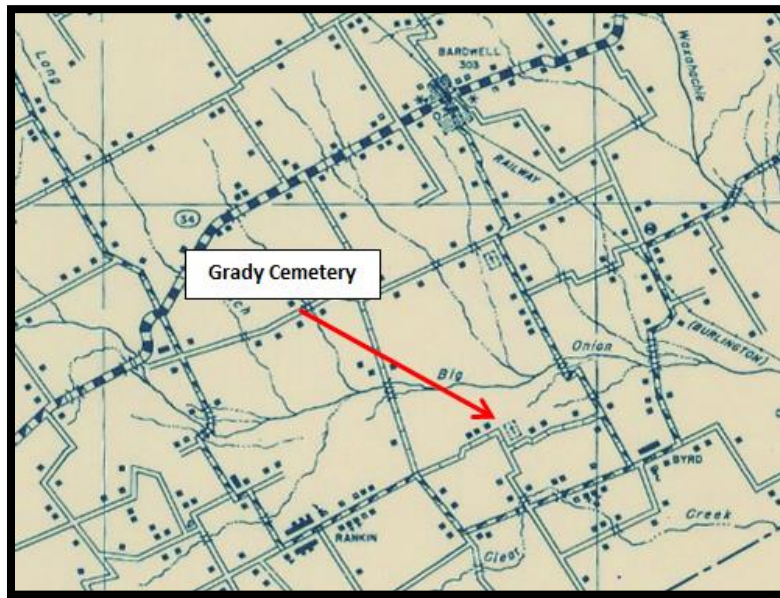


Figure 15: The communities of Bardwell (north) and Rankin (south), both associated with the historic Grady Cemetery, depicted on the 1936 Texas Highway Map of Ellis County (Texas GLO 2019b).

### 3.4 Navarro County

The communities crossed by the Build Alternatives in Navarro County are the towns of Barry, Corsicana, Drane, Pursley, Richland, and Currie (Figure 16). A brief discussion of the county and each community is provided below. Corsicana, the county seat of Navarro County, located a few miles east of the Build Alternatives, is also included.

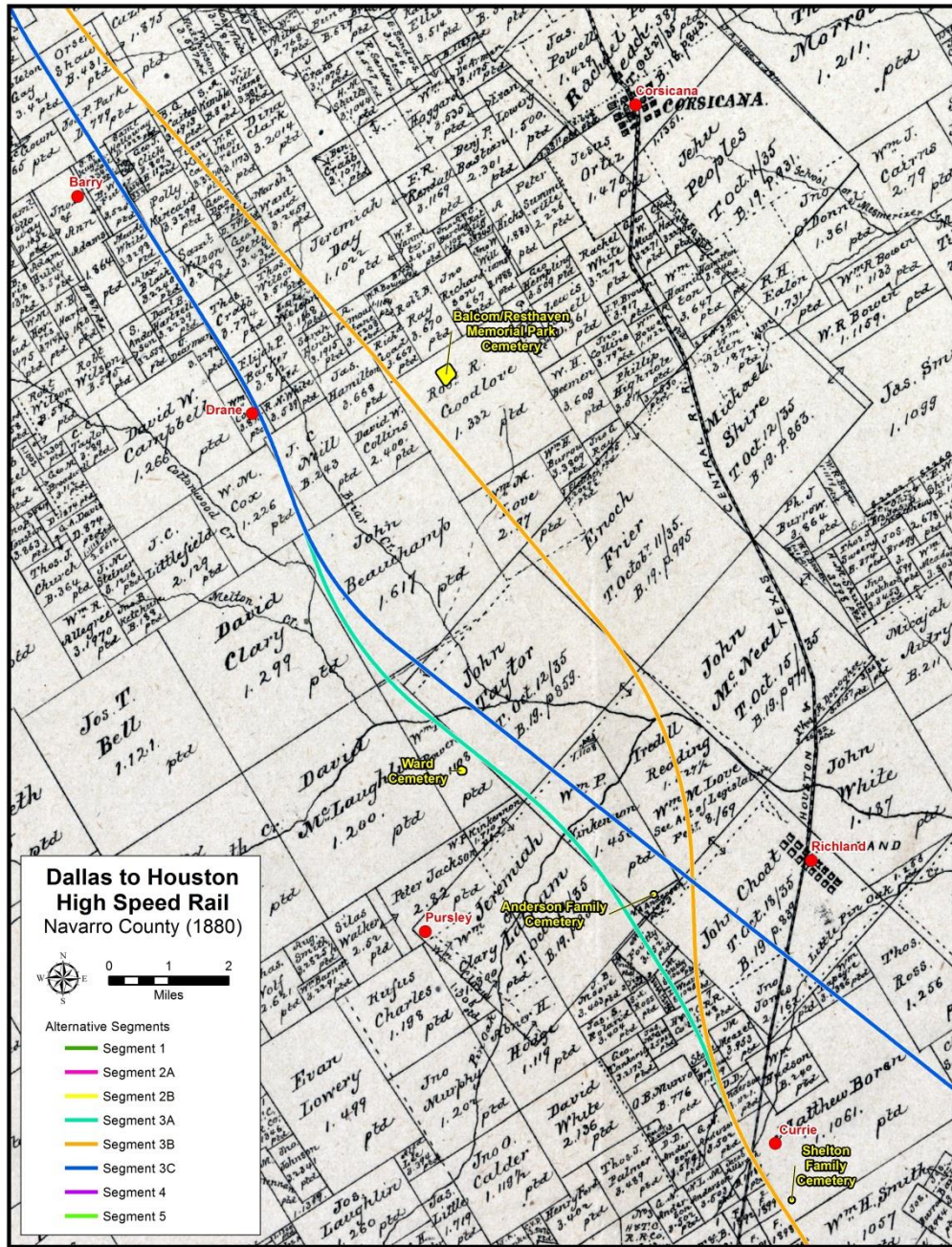


Figure 16: 1880 Texas General Land Office map of Navarro County (Library of Congress 2019f).

### **3.4.1 Development of Navarro County**

The first Mexican land grants in present day Navarro County were given in 1834 to Thomas Chambers. In 1836, George Washington Hill was sent to the area to be an agent for the Kickapoo Indians. He established a trading post that led to two settlements forming around the trading post (Porter's Bluff and Dresden). Settlers came as part of the Mercer Colony, a contract granted to former U.S. Congressman from Virginia Charles Fenton Merceron January 29, 1844. Under a statute passed by the Texas Congress in 1841, the Texas Republic continued the Mexican policy of granting empresario contracts. The purpose of the Mercer Colony and other colony contracts in Texas were to settle unclaimed land in the nascent Republic. These colonies were often unpopular throughout the state with the existing population, including members of the legislature and the Texas Rangers (Eagleton 1936).

Navarro County was formed in 1846 from a portion of Robertson County (Miller 2019). The county was named after Jose Antonio Navarro, a hero of the Texas Republic. The City of Corsicana was founded in 1848 (named by Navarro after the isle of Corisca, the birthplace of his parents) and established as the county seat. Hampton McKinney built a building on the county seat site that became the "McKinney Inn," which served as a post office, hotel, and temporary county officials headquarters (Putnam 1975). Navarro County was subsequently divided into nine counties between 1846 and 1866 (Limestone 1846, Ellis 1849, Tarrant 1849, McLennan 1850, Hill 1853, Johnson 1854, Parker 1855, Palo Pinto 1856 and Hood County in 1866).

By 1861, the number of slaves in Navarro County was 1,920 (Miller 2019). When the South seceded, the county largely supported the cause of the Confederacy. The population grew during the Civil War and the population in 1870 was 8,879. After the War and Reconstruction period, the construction of the H&TC Railroad in 1871 and the St. Louis South-Western, Pacific (Cotton Belt) Railroad in 1879 made Corsicana a prosperous shipping and transportation center (Stringer 2010). The county was largely dependent on crops such as cotton, corn, tobacco, sweet potatoes and pecans, in the nineteenth century, as well as livestock. The first oil west of the Mississippi was discovered in Navarro County in the 1890s. The inadvertent discovery happened when the City of Corsicana was drilling artesian wells, and the oil industry quickly became a major economic force in Navarro County (Murchison 1927). Manufacturing, especially in the vicinity of Corsicana, also grew in the late nineteenth century (Miller 2019). The Rand McNally 1900 map of Texas shows the H&TC and Cotton Belt railroads, and the location of Corsicana and other communities, including Barry, Corbet, Pursley, and Richland (**Figure 17**).

In 1900, the population was 47,070 and by 1930, it was 60,507. Manufacturing declined after 1920 and the population and agricultural production declined after 1930. A combination of factors, including the invention and raising popularity of the automobile, the creation of the Texas Highway Department in 1917, and the popularity of Corsicana as a commercial center apparently led to the improvement of the county highway system in the early twentieth century. By 1927, the highway maps of Navarro County show IH 75, SH 31, SH 14, and SH 22 passing through Navarro County (Rumsey 2019a). During the Depression, Works Progress Administration (WPA) projects in the county built new roads and improved existing infrastructure, while the primary economy of Navarro County remained to be agriculture (**Figure 18**). However, even with the oil boom and economic prosperity of the late nineteenth and early

twentieth centuries, the population and economy of the county continued to decline until about 1970, after which agricultural production, manufacturing, and the population began to increase (Miller 2019).



Figure 17: Rand McNally 1900 Railroad Map of Texas, showing H&TC Railroad and St. Louis and Southwestern (later to become Cotton Belt Railroad) lines running east-west and southwest from Corsicana (Library of Congress 2019g).



Figure 18: "Tractor in cotton." Near Corsicana, Texas, ca. 1937 (Library of Congress 2019h).

### 3.4.2 *Navarro County Communities*

#### 3.4.2.1 *Barry*

The town of Barry is located on SH 22, west of Corsicana, in northwest Navarro County. The community was named after Bryan T. Barry, the original landowner. The town was located approximately a mile to

the south in 1886 and was moved to its current location in 1888 to be closer to the newly constructed railroad line between Corsicana and Hillsboro. The town was a small commercial center in the late nineteenth and early twentieth century, with banks, a hotel, stores, and a newspaper. The population peaked at 400 in 1914. The population continued to decline until the 1970s and gradually increased to 209 in 2000 (Gantt 2019).

### 3.4.2.2 Corsicana

Corsicana, located at the intersection of IH 45 and SH 31 in central Navarro County is the county seat of Navarro County. Corsicana was established in 1848. The town was named by Jose Antonio Navarro after the island of Corsica, the birthplace of his parents. The town had a courthouse by 1849. The population was 1,200 by 1850, including 300 slaves. The town was strongly in favor of secession and organized five companies to serve in the Confederate Army during the Civil War. After the war, the town was slow to recover until the H&TC Railroad was built through Corsicana in 1871. The St. Louis and Southwestern went through in 1880 and the Trinity and Brazos was built in 1912 (Long 2019a). By the late nineteenth and early twentieth centuries, Corsicana was a major transportation center for the surrounding area (Figure 19).

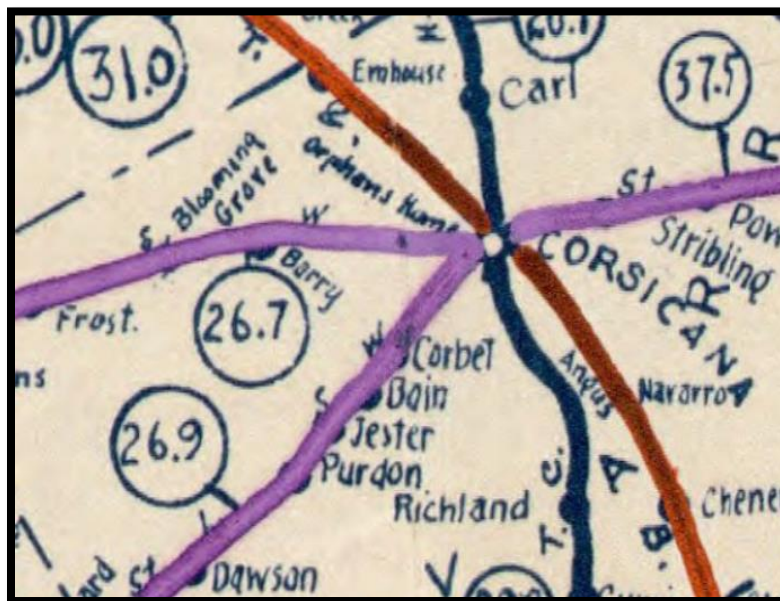
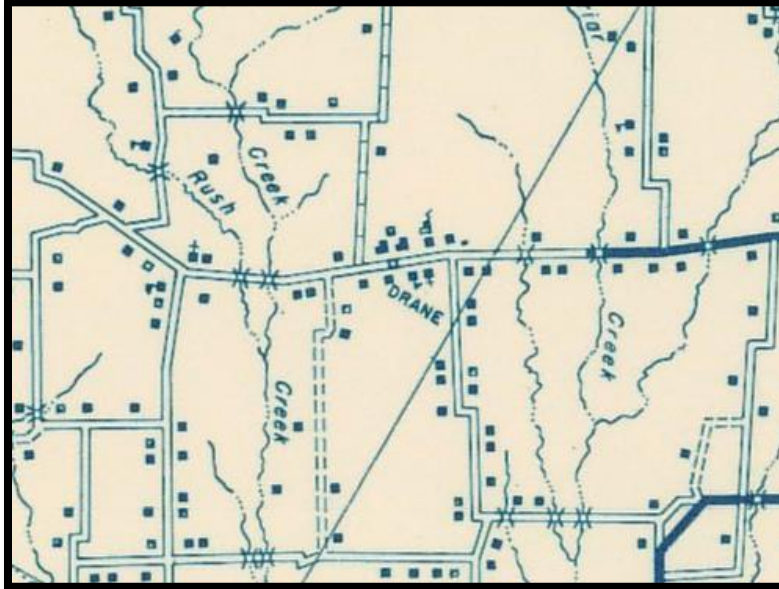


Figure 19: 1926 Railroad Map of Texas depicting Corsicana as the central railroad location in Navarro County (blue [H&TC-1871]; violet [St. Louis, Southwestern-1880]; and orange [T&BV-1912]) (Library of Congress 2019d).

The oil boom, which began in 1894, resulted in the town becoming an important industrial center, and by 1900 the population was 9,313. In 1902, the Corsicana Transit Company ran an electric railroad passenger service between Corsicana and Dallas with hourly service. Another oil discovery at the Powell Oilfield led to a second boom in 1923 and the population increased to approximately 28,000. By the Great Depression, Corsicana's population dropped, but rebounded in 1940. From the mid-twentieth century to today, the oil industry is still a major economic force. The population was 24,485 in 2000 (Long 2019a).

3.4.2.3 Drane

The rural community of Drane, which is considered a “dispersed” community, is located on FM 744, approximately 45 ft north of Segment 3C of the Build Alternatives. Drane was established in the early 1880s, receiving a post office in 1883. By 1897, the population was 75 and supported three churches, a cotton gin, a flour mill, and several homes. After the closing of the post office in 1906, the town was able to maintain two businesses, a factory, numerous homes, a church, and a school by 1939 (Long 2019b) (**Figure 20**).



**Figure 20:** 1939 General Highway Map of Navarro County. The community of Drane is depicted as having numerous farm units, homes, businesses, a school, a factory, and a church (Texas GLO 2019c).

The population of Drane fell in the late 1940s, losing businesses, the factory, church, and school by the early 1960s (**Figure 21**). By 1990 through 2000, the population was 16 (Long 2019b).

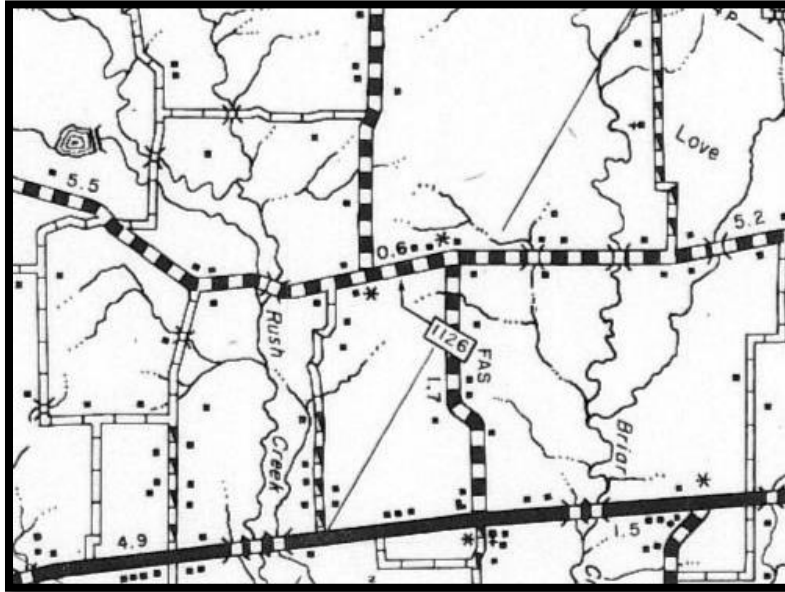


Figure 21: 1961 General Highway Map, Navarro County, Texas. The town of Drane is no longer present (Texas GLO 2019d).

#### 3.4.2.4 Pursley (Ward Cemetery)

Pursley is a rural community on CR 642, south of CR 709. The population of Pursley has always been small, with a population of 86 in 1945 and a population of 40 in 2000 (Allen 2019). The Ward Cemetery is associated with the Pursley community and is cared for by the Pursley Cemetery Association. Ward Cemetery is located on the William R. Bowen Survey, between Richland and Pin Oak creeks (**Figure 22**). The cemetery property was deeded to William Ward prior to 1851 (McManus 2003a; Young 2019). Ward Cemetery contains an estimated 200 to 320 burials, the earliest being that of Rachel Eleanor Ward (March 25 1852 - December 19, 1852). The cemetery includes the graves of early settlers of Navarro County and their slaves. Most of the interments date to the late nineteenth to mid-twentieth century, with a few graves from the late twentieth and early twenty-first centuries. The most recent burial is of Vennie Layton Grace (June 25, 1894 – January 26, 1970) (Findagrave 2019). Although established in the mid-1850s, Ward Cemetery does not appear on the 1939 or 1961 General Highway maps of Navarro County, nor does it appear on the 1964 USGS Purdon topographic map. The cemetery, designated an HTC in 2005, was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

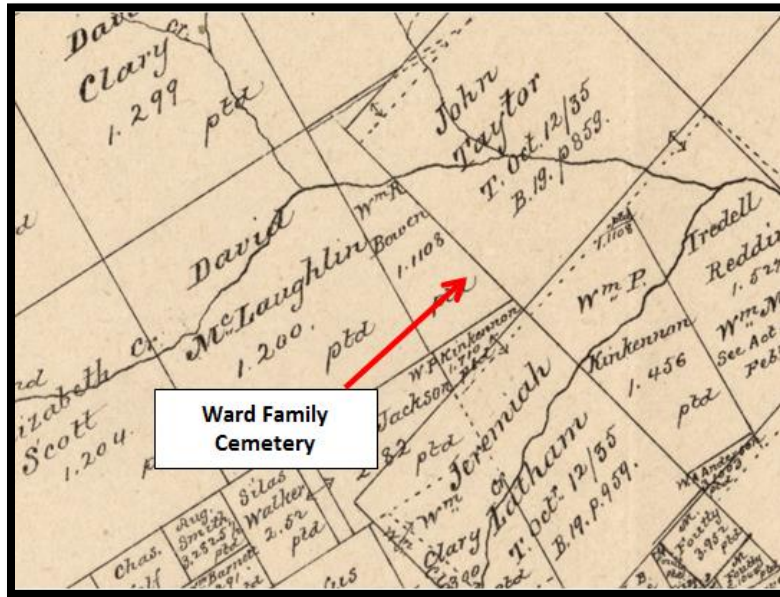


Figure 22: 1880 land grant map of Navarro County depicting the location of the William R. Bowen land patent, location of the historic Ward Family Cemetery (Library of Congress 2019f).

#### 3.4.2.5 Richland (Anderson Cemetery)

Richland is located at the intersection of IH 45 and SH 14 south of Corsicana in southern Navarro County. The community, located on a trail between Franklin and Corsicana, was settled in the 1840s, with a post office named Richland Crossing opening in 1848. The H&TC Railroad was constructed through the area in 1871 with a Richland depot. By the late nineteenth century, the town had a population of 150, as well as schools, gristmills, cotton gins, and a commercial center with stores, saloons, and a bank. The population peaked in 1929 with 750 residents, but the Great Depression led to a steady decline from which it never recovered. In 2000 the population was 291 (Long 2019c).

Land disputes were common throughout the newly settled area among those with colony certificates and subsequent patents (Ericson 2019). Dr. William Anderson, a subagent of the Mercer Colony, and the first postmaster of Richland, and his brother D. D. Anderson arrived in Navarro County in 1844. An altercation in 1855 occurred between Dr. Anderson and Colonel William Love, a local landowner and “old Texian,” over property boundaries. It is believed Mr. Love shot and killed Dr. Anderson, who was buried on his land south of the confluence of Richland and Pin Oak creeks (Figure 23) (McManus 2003b). Only three interments are known, Dr. William N. Anderson (February 1, 1807 – February 9, 1855), William N. Anderson (November 4, 1847 – December 12, 1873), and the infant daughter of Dr. A. N. and J. Willie Brown (January 14, 1891 – January 17, 1891). The cemetery, designated an HTC in 2003, was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.



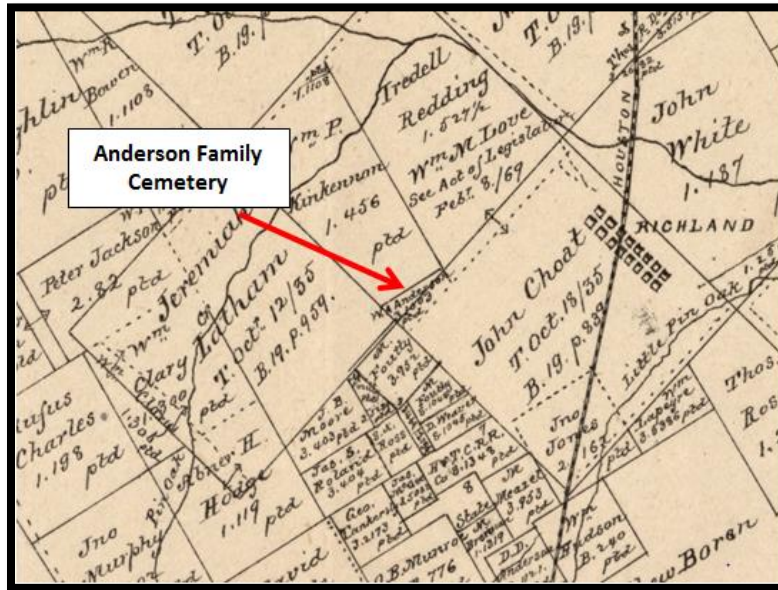


Figure 23: 1880 land grant map of Navarro County depicting the location of the Anderson property and family cemetery (Library of Congress 2019f).

#### 3.4.2.6 Currie (Shelton Family Cemetery)

Currie is located in southern Navarro County along SH 14. The H&TC Railroad was constructed through Currie in 1871. The rural community had a post office from 1901-1907. The discovery of oil in the vicinity during the 1920s resulted in a short-term boom until the middle of the twentieth century. By 1970, the population of Currie was 25, and remained the same through 2000 (Bruckner 2019).

William M. Shelton, a farmer from Tennessee, settled in Navarro County in 1881 with his wife Sara and ten children. William Shelton died on May 23, 1884, at the age of 64, followed soon after by his son W.C. (no birth date – August 8, 1884). William’s wife Sara died on November 6, 1921, and was buried next to William. These three interments are believed to be the only ones at the cemetery (McManus 2003c). The cemetery was designated an HTC in 2003. The cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

### 3.5 Freestone County

Many small communities that developed in Freestone County in the early nineteenth century were initially the result of the area's agricultural based economy, but later grew and flourished with the emergence of railroads. The reduction of agriculture in the 1920s, the Great Depression, and World War II resulted in the decline or disappearance of many of these communities. The county, as well as the current and former towns of Streetman, Wortham, Fairfield, Cotton Gin, Teague, and Asia are discussed below (Figure 24).

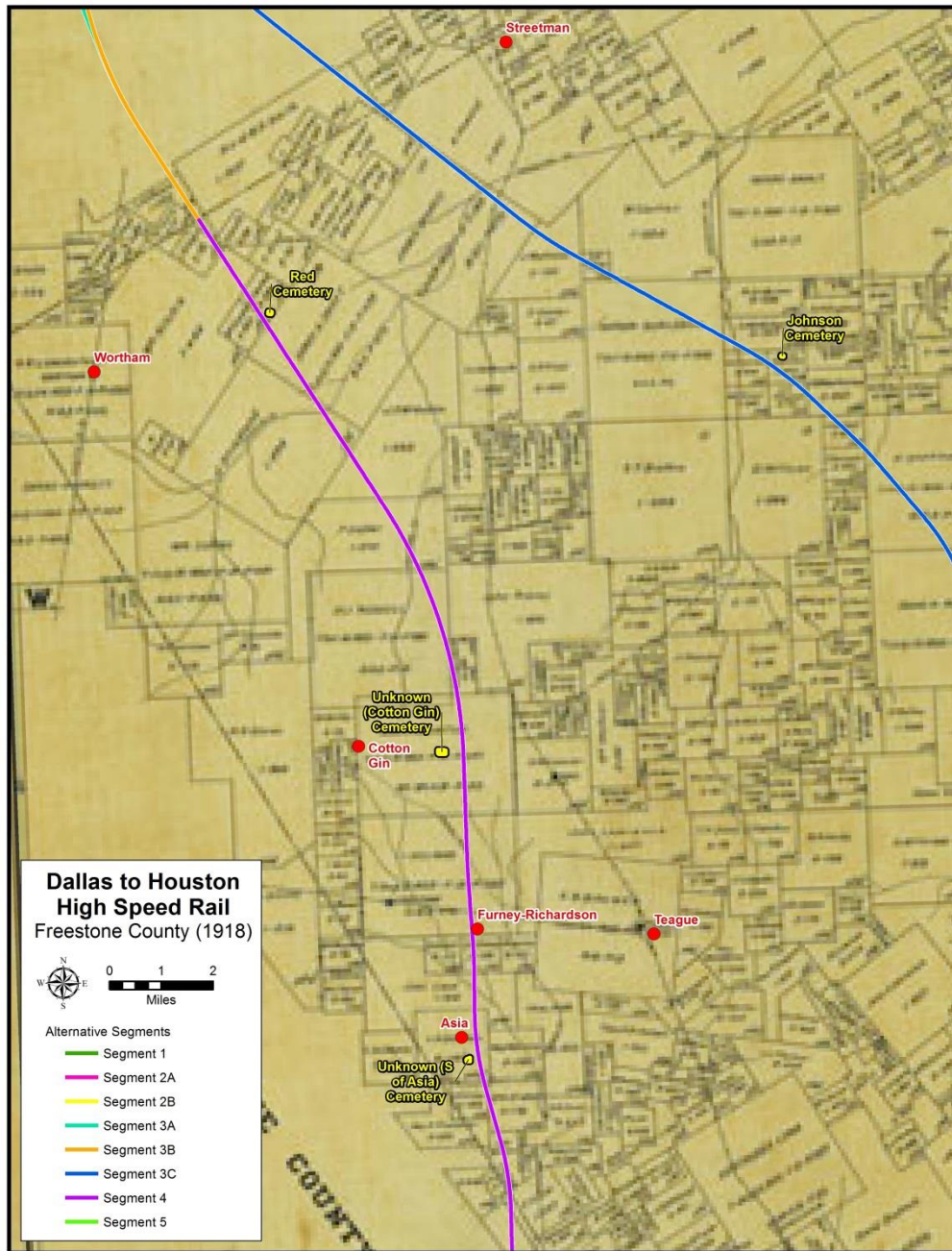


Figure 24: 1918 Texas General Land Office map of Freestone County (Library of Congress 2019i).

### **3.5.1 Development of Freestone County**

The area that is now Freestone County was originally a part of one of the first empresario grants authorized by the Mexican state law of Coahuila and Texas, given to Haden Edwards in the spring of 1825 (Freestone County Historical Commission [FCHC] 1989). Edwards was tasked with settling 800 families within his grant, which encompassed land east of the Navasota River. His tactics with approaching previous settlers in his new grant were harsh and drove a wedge between those who previously lived in the grant and the newcomers. A controversial election for the role of alcalde – the highest ranking official in a Spanish municipality who functioned as a judge and head of the local council – between his son-in-law and one of the previous settlers, and the subsequent Fredonian Rebellion led to Edwards losing his grant (McDonald 2019). After the rebellion, the original grant was split into three, and the new grant encompassing today’s Freestone County went to David G. Burnet (FCHC 1989). In 1829, the grant directed Burnet to settle 300 families in the heart of the present-day Freestone County within six years. By 1835, Burnet had joined the Galveston Bay and Texas Land Company, which helped to promote settlement in the area (Fehrenbach 2000). Unfortunately, after the establishment of the Republic of Texas in 1836, Burnet and his partners lost much of their land as all unassigned land became a part of the public domain (Leffler 2019).

In 1837, the land that would become Freestone County was encompassed by a newly organized county known as Robertson County. Settlement was slow in the region due to the presence of several Indian tribes. The establishment of small military blockhouses, combined with a treaty between the government and local Indian tribes, helped give a sense of security to the region, and settlement began to grow. This growth enabled the establishment of Limestone County, which included all of present day Freestone, and portions of McLennan and Falls counties (FCHC 1989). Limestone grew so quickly, that by 1850, the Texas legislature felt it necessary to divide Limestone County due to the area’s large population growth. As a result, on November 30, 1850, Freestone County was officially created, covering 871 square miles. Mound Prairie, later renamed Fairfield, was chosen as the county seat (Hawker 1921; Leffler 2019).

The combination of the new county and improved relations between the settlers and Native American tribes paved the way for small settlements that began to emerge in the northeastern section of Freestone County, as well as along the Trinity River at the eastern edge of Freestone (Freestone County Historical Museum 2019; Leffler 2019). Many farmers and planters from southern states who were looking to continue and/or expand their cotton production were drawn to the area by the large parcels of land available at an affordable price. In addition to these early settlers, many others emigrated from northern states. In total, the new settlers represented 24 states, as well as England, Ireland, Scotland, and Germany (Fairfield Chamber of Commerce 1989).

As early as 1847, steamboats traveled along the Trinity River bringing supplies and other goods to the settlers. Many of these early settlers were farmers, with one-fourth of them owning slaves. By 1860, the county had 417 farms and a total population of 6,881. A vast majority of these farms had less than 100 acres, but two were recorded as having more than 1,000 acres each. In regards to the population, half was comprised of slaves who were owned by just 57 individuals. The primary crop was cotton, although

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corn, tobacco, wheat, oats, and sweet potatoes were also grown. In addition to farming, ranching was also important to the local economy (Hawker 1921; Leffler 2019). As of the mid-1850s, seven post offices were operating within the boundaries of Freestone County. Stage coach routes were also becoming established at this time, utilized for not only transporting passengers but mail as well. In fact, not only was Fairfield a stage coach stop on the route that ran through the county going east-west, but a carriage factory was constructed there in 1858, by F.M. and T.S. Truitt (FCHC 1989). On the eve of the Civil War, Freestone County was the third most prosperous county in Texas.

Representatives of Freestone County at the Secession Convention of 1861 voted to secede from the Union and join the Confederacy; thoroughly supported by the residents of the county who voted for secession, 585 to 3 (Leffler 2019). Like the rest of the South, the county's economy was hampered by the Civil War. After the war, the loss of slave labor and the loss of over 700 men to the war further stymied Freestone's ability to rebuild its economy (Hawker 1921; Leffler 2019). Eventually, agricultural production increased and the county began to recover. This regrowth was slower than other counties as two major railroads in the area, the H&TC Railroad and the International-Great Northern Railroad, did not cross into Freestone County (**Figure 25**). This made it more difficult for farmers to get their goods to a broader market and the loss of slave labor began to hurt the county's economy. However, the county began to recover as agricultural production increased.

By 1860, the number of farms in Freestone County had increased from 417 to 1,029, and the population increased by 1,258 residents to a total of 8,139. These numbers continued to increase closer to the turn of the twentieth century. By 1880, there were 2,111 farms and 14,921 residents. Ten years later, these numbers increased even more, reaching to 2,728 farms and 15,987 residents (Leffler 2019). These numbers are proof that despite the county's lack of easy access to any railroads, progress continued at a steady pace (Leffler 2019).



Figure 25: View of Freestone County showing the lack of railroads ca. 1900 (Library of Congress 2019g).

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At the turn of the century, there were 18,910 residents recorded in Freestone County, and 3,518 recorded farms. The agricultural focus began to expand outward from cotton, to include corn as a major crop and animal husbandry such as sheep, cattle, and poultry. The construction of the T&BV Railway through the county in 1906 helped to increase the agricultural economy in Freestone County with more accessible transportation and enabling farmers to ship their products to larger markets (Hawker 1921). The number of farms climbed slowly over the next two decades, with 3,587 recorded farms by 1920; the overall population of the county had grown by approximately 5,000 residents to reach 23,264 citizens (Hawker 1921; Leffler 2019). By this time, the western section of the county was served by the T&BV Railway, while the International-Great Northern Railway passed through the southeastern section of the county. The construction of the two railway lines meant only the northeastern section of the county was devoid of railroads (**Figure 26**) (Hawker 1921). Oil was discovered in the early twentieth century as well, with both natural gas and petroleum production contributing to the local economy (Leffler 2019).

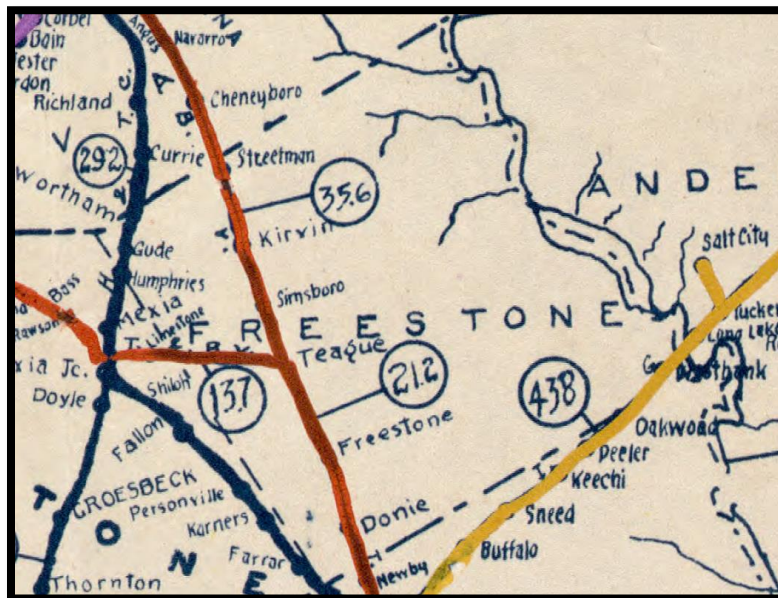


Figure 26: 1926 Map of Texas Railroads through Freestone County; International and Great Northern (1903) [yellow] and T&BV (1906) [orange] (Library of Congress 2019d).

During the 1920s, the predominantly agricultural based economy of Freestone County began to fluctuate, with the number of farms decreasing by almost 800. As the decade progressed, the number of farms increased by over 600, and reached 3,559 by the end of the 1930s. In addition to the number of farms increasing, a change in the agricultural community of Freestone County was the transition from owner-operated farms to tenant-operated farms. In 1920, approximately 1,620 of the recorded farms were tenant-operated, or 46 percent; by 1930 this had risen to 2,313 farms, or 65 percent. While the number of farms increased, this did not necessarily mean that agriculture was on the rise – cotton production was dedicated to 100,000 acres in 1920, whereas in 1929, this number had decreased to 93,400 acres (Leffler 2019).

The agricultural economy of Freestone County continued to decline during the Great Depression, along with the population which decreased slightly to 22,589 residents by 1930. Where before, the acreage

devoted solely to cotton production fell slowly, it now began to dramatically plummet to just 44,000 acres in 1940. This decline can be attributed not only the Great Depression, but also federal crop restrictions that affected not only cotton but all crops. The overall acreage devoted to crops dropped over 20,000 acres during the Great Depression, from 135,700 in 1929 to 112,700 in 1940. This caused a ripple effect through Freestone County, with the population falling to 21,138 residents. With the onset of mechanization, farms began to consolidate into larger units which partially attributed to the number of farms decreasing by 800 to just 2,761 in 1940 (Leffler 2019).

In the 1950s to 1970s, the population of Freestone County continued to substantially decline. In 1950, the total population was 15,696, which was a loss of approximately 5,400 residents. By 1960, an additional 3,000 residents had left, leaving just 12,525 people living in Freestone County. The following decade, it was down 50 percent from 1930, to just 11,116 residents (Leffler 2019). The last quarter of the twentieth century marked a turning point for the residents of Freestone County. The mining, utility, and service/retail industries helped to once again breathe life back into the county. The population was recorded at only 11,116 residents in 1970; these numbers increased to 14,830 in 1980 and 20,946 in 1990. While the economy diversified to include the oil and gas industry, mining, and manufacturing throughout the years, agriculture is still a cornerstone of the Freestone County economy. The number of farms and ranches is just under 1,500, these encompass approximately 430,000 acres; half of that is devoted to pasture while a third is devoted to crops. Where cotton once reigned high in Freestone County, today the primary agricultural focus is ranching with crops such as hay, fruit, vegetables, melons, pecans, and corn. As of 2010, the population of Freestone County had dipped to 19,816 residents (Cravens 2019a; Leffler 2019).

### **3.5.2 Freestone County Communities**

#### **3.5.2.1 Streetman**

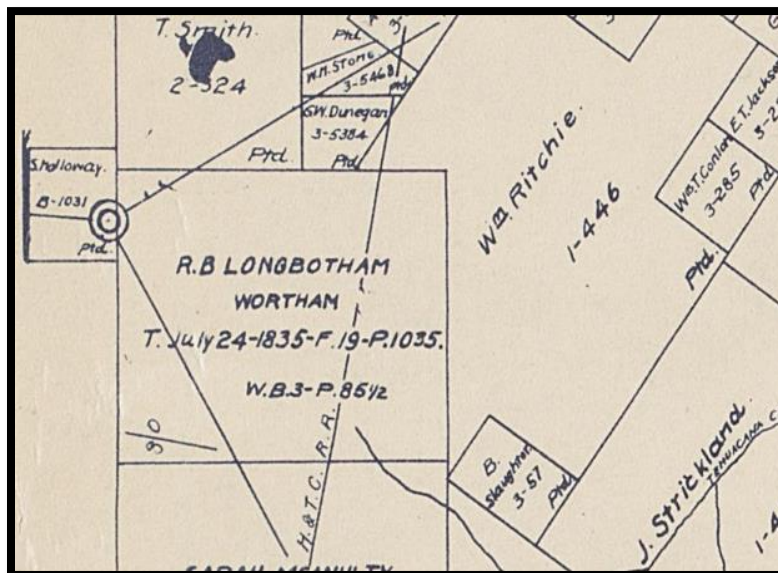
The town of Streetman straddles the Freestone - Navarro County line on US 75. The town, named after Judge Sam Streetman, a surveyor for the railroad and the town itself, is a railroad town that emerged around a station built on the T&BV Railway in 1905. Shortly afterwards, in 1907 the post office was established, relocating from the community of Cade, and the first schools were constructed. Like other small towns in Freestone County, Streetman acted as a trading hub for farmers in the area (Cravens 2019b).

The town began to expand quickly in the following years, with a newspaper, cotton gins, blacksmith shops, churches, numerous businesses, and a lumber yard. Streetman was formally incorporated in 1914, with a population of approximately 600 residents. The town appeared to have its peak in the 1920s and 1930s, despite the Great Depression. By 1930, the population had declined slightly to just over 500 residents but there were 35 businesses operating in town. The end of World War II had an additional impact on Streetman. The widespread decline of agriculture, particularly cotton, pushed people into urban areas searching for jobs. The town's school system was integrated into that of Fairfield by 1948 due to the lower population. Around 1980, the population had declined to just 239 residents. The schools in Streetman closed and the students began attending Fairfield schools. By 1989, the population had climbed back up to almost 400 residents, but there were only seven businesses in

operation. The population of Streetman continued to decline. By the year 2000, there were just 203 residents, although by 2014 the population had climbed to 247 (Cravens 2019b; Onboard Informatics 2019b).

### 3.5.2.2 *Wortham (Red Cemetery)*

The town of Wortham is situated at the intersection of SH 14 and FR 27 in the northeastern portion of Freestone County. Like many other small towns in the area, Wortham owes its beginnings to the railroad – specifically the H&TC Railroad. The original grant holder of 1835, Robert B. Longbotham, sold land to the HT&C for the planned railroad ROW in 1871. That same year, Longbotham sold the property that the town would be built on as well. The original town name of Tehuacana did not last long; once the post office was established the same year, it was changed to Long Bottom. Just three years later, in 1874, the town was officially renamed Wortham, after Colonel Rice Wortham who helped bring the first railroad to Freestone County (**Figure 27**). The town had a slow start despite its location along the railroad, with just 30 residents in 1885 (Long 2019d).



**Figure 27:** 1918 map showing the Longbotham original land grant of 1835, later to be the town of Wortham and the first railroad ROW in Freestone County (Library of Congress 2019i).

Ten years into the twentieth century, the town was incorporated. Natural gas was discovered in the vicinity in 1912, purely by accident when a water well was drilled. By 1914, the town was home to 950 residents and boasted a cottonseed-oil mill, cotton gins, banks, and a newspaper. The exploration for oil began slowly in the late 1910s through early 1920s, but that all changed in late 1924 with the discovery of oil near town. The oil industry was in full production for the next several years, and the town profited from this discovery immensely. The small town of roughly 1,000 grew to 30,000 by the following year. This was extremely short lived and by 1929, the population of the town was down to 2,000 individuals. During the Great Depression, the number of businesses declined to just 50 by 1936. The town, its businesses, and population continued to decline, with the population standing at 1,404 in 1940 and 1,067 by 1961 (**Figures 28 and 29**). The town's population dropped to 1,000 in 1975. By the 1980s, only

16 businesses operated in town, and 1,082 residents were recorded in 2000 (Long 2019d). As of 2014, Wortham was home to 1,061 residents (Onboard Informatics 2019c).

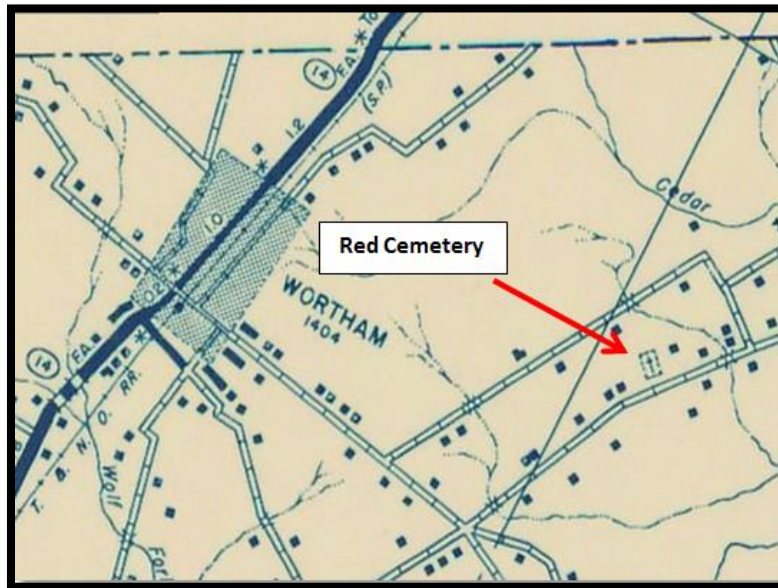


Figure 28: 1940 General Highway Map, Freestone County (Texas GLO 2019d).

Approximately 3.5 miles east of the town of Wortham, is the late nineteenth to mid-twentieth century Red Cemetery (see **Figures 28** and **29**). A total of 68 burials are recorded within the cemetery boundary, with the earliest being that of Coral Denton McCollough (February 21, 1876 – August 15, 1877). The most recent interment is that of Will S. Tyner (April 19, 1880 – June 12, 1970) (Findagrave 2019; USGW 2019c). The cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

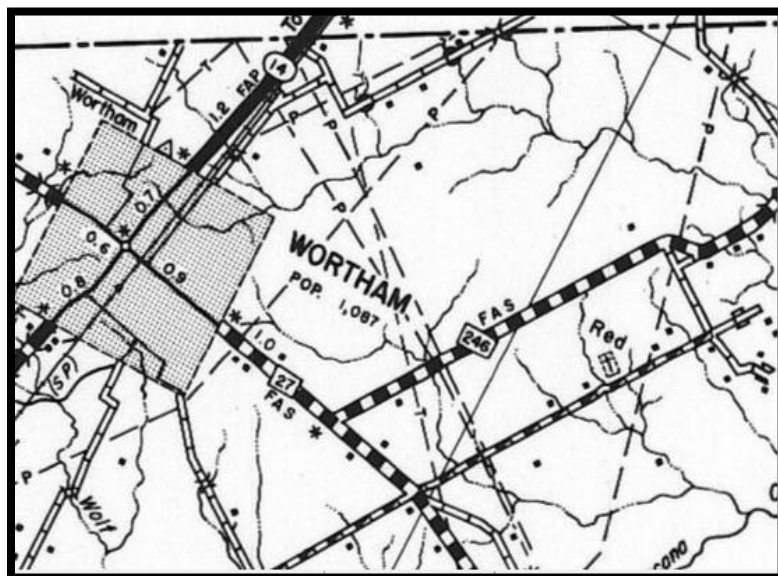


Figure 29: 1961 General Highway Map, Freestone County (Texas GLO 2019f).



3.5.2.3 Fairfield (Johnson Family Cemetery; Johnson African-American Cemetery)

Fairfield, originally known as Mound Prairie, is situated in central Freestone County. The land for the original 100 acres, associated with the Redin Gainer League of 1835 (**Figure 30**), was donated by David H. Love. Mound Prairie was renamed Fairfield when it became the county seat in 1850, in honor of its many early settlers who emigrated from Fairfield, Alabama. Over the next several years, lots were auctioned off to attract more settlers to the town. The town post office was established in 1851, followed closely by three dry-goods stores, two hotels, a grocery store, a jail, and the first courthouse. Three more courthouses would follow throughout the years – a brick structure was constructed in 1855, a three-story brick and stone structure in 1891, and a four-story brick structure around 1920. Located in the center of the county, Fairfield became a nexus for the county’s strong agricultural economy. In 1859, the Fairfield Female College was established, facing the plantation of David H. Love. It was commemorated by a 1936 Centennial Marker (Courtney 2019; Fairfield Chamber of Commerce 2019).

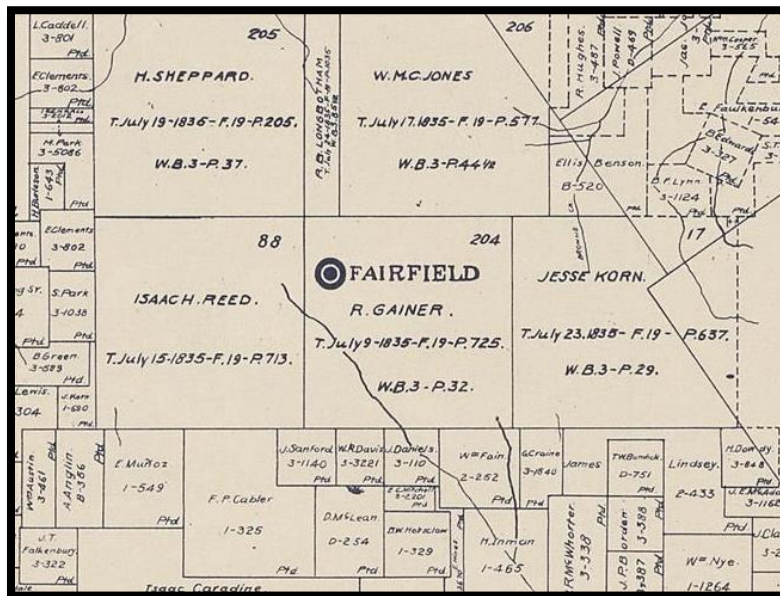


Figure 30: Fairfield, the county seat of Freestone, on the General Land Office map of 1918 (Library of Congress 2019i).

When the Civil War erupted, Fairfield provided 1,000 soldiers, but less than one-third returned. Fairfield saw little in the way of fighting, but a Confederate tannery was located approximately five miles east of the town, which supplied leather for the troop’s shoes. Martial law was instituted by the governor at the time, Governor Edmund J. Davis, after the accusation of voting fraud in Fairfield. It was short-lived and lifted within a month after a revote occurred (Fairfield Chamber of Commerce 2019). Fairfield continued to regain its footing. In 1880, there were 450 recorded residents, which jumped to 500 by 1884. Also in 1880, there were three hotels, two cotton gins, and two steam gristmills in operation in addition to the Recorder, a weekly newspaper still in production. Several homes from this period are still extant. Several churches and a bank opened their doors by the early 1890s.

Fairfield had its challenges at the turn of the twentieth century with a meningitis outbreak, a tornado which destroyed a large portion of the town center, the boll weevil epidemic, and a fire which severely

damaged the business district. In addition, the town was bypassed by the T&BV Railway when it built through the area in 1906 and 1907 (Fairfield Chamber of Commerce 2019). The town continued to grow, and by 1933 city water and sewer lines had been installed. Between 1904 and 1940, the population went from 629 residents to 1,047. The town library was constructed in 1954 (Courtney 2019).

Natural gas and coal displaced cotton as the most significant economic resource during the 1960s. In 1969 the Texas Utilities Generating Company built Fairfield State Lake in order to open a steam electric station; the lake had the added benefit of developing tourism in the county (Fairfield Chamber of Commerce 2019). By 1970, the town's population had almost doubled since 1940, to 2,074 residents (Courtney 2019). Positive changes continued during the 1970s when IH 75 was constructed, bisecting the county, and Texas Utilities Generating Company built a lignite-fired coal plant known as the Big Brown Steam Electric Station and the Big Brown Mine (Fairfield Chamber of Commerce 2019).

Companies such as Texas Utility Electric, Dow Chemical TXO Production Corporation, and Texas Utilities Mining Company formed the economic backbone of Fairfield in the late twentieth century. Agriculture continues to play a role as well, with peach farms and cattle ranching as the primary agricultural pursuits around the town. In 1990, the population had increased to 3,234, but by 2000 had fallen to 3,094 (Courtney 2019; Fairfield Chamber of Commerce 2019). As of 2014, there were 2,909 residents calling Fairfield home (Onboard Informatics 2019d).

Located approximately six miles northeast of Fairfield off CR 1131, is the site of the former home and cemetery of General Joseph Burton Johnson. Johnson and his family relocated to Texas via Georgia and later Florida in 1848. Prior to moving to Texas, he served as an officer in the Mexican War. Johnson initially lived in Tyler County, but moved to Freestone County in 1854 where he established a 10,000+ acre plantation with his 28 slaves. His slaves used rocks from a quarry on the plantation to build his 12-room mansion that featured a fireplace in each room (Ashcraft 2019).

During the Civil War, Johnson initially served as the colonel of the Freestone County First Regiment, and later as the brigadier general of the Nineteenth Brigade. After the war, he served as the Freestone County commissioner (Ashcraft 2019). Johnson, his wife, and one son were originally buried on plantation land in a small family cemetery surrounded by a wrought iron fence (**Figure 31**).



**Figure 31: Johnson House and Cemetery (Freestone County Historical Museum 2019).**

The original 12-room mansion, known locally as “Old Rock House,” was torn down in 1928, and the remains of General Johnson and his family were removed from the cemetery during a ceremony performed by the Sons of the Confederate Veterans in February 2001, which included a 21-gun salute, as they were formally reinterred in the Fairfield Cemetery in October of that year (Bowman 2002). The site was commemorated by a Texas Historical Marker in 1971 which reads as follows:

*“(April 7, 1816 – January 18, 1874) Planter, soldier, civic leader. Born in Georgia. Commissioned a captain in U. S. Army in Florida in 1837; a major, 1846. Came to Freestone County in 1854. For headquarters on his 10,550-acre plantation, built (1860) at this site a 12-room stone mansion. Served as brigadier general of Texas State Troops in Civil War. A county commissioner; first master of Texas State Grange; a royal Arch Mason. Made gifts to worthy causes and to minorities. He married Patience Ponder; had 5 children. Descendants include lawyers, merchants, doctors, law officers, printers, teachers.” – 1971*

An approximate 2-acre area, northeast of the original location of the Johnson Mansion, was designated by Edgar Johnson for the purpose of establishing a church and cemetery for freed slaves in Freestone County. The oldest interment is that of Bill Frazier (March 1 1832 – April 21, 1871). The cemetery appears to be still in use. The Johnson African American Cemetery was designated as an HTC in 2010 (TASA 2019). The cemetery was included in the historic resources survey conducted for this Project, and in consultation with the THC, was determined eligible for listing in the NRHP under Criterion A for ethnic history and Criteria Consideration D for its association with the local community of freed slaves in Freestone County.

#### 3.5.2.4 Cotton Gin (Cotton Gin Cemetery)

The small community of Cotton Gin is located southwest of Fairfield near the Limestone County boundary. The community was settled in the late 1840s by Dr. James S. Wills, his four brothers, his mother, and their slaves. Soon after, the town was named after Wills’ mule-powered cotton gin, and

received a post office in 1851, at the same time as nearby Fairfield. As the first postmaster, Wills donated a city block for a courthouse, opened a general store, and donated land for both white and black cemeteries. By 1860, the town was home to 508 residents and boasted a Masonic Lodge, the “Cotton Gin Herald,” a saloon, three churches, and several stores as well as the Cotton Gin Male & Female Academy (Palmer 2019; Rebuck nd).

The future of Cotton Gin was promising in 1870, with numerous stores, churches, and its own weekly newspaper in circulation. However, when the H&TC Railroad chose to forgo the town in 1872 and build further west, Cotton Gin began a slow decline that would continue through the late twentieth century. In 1904, the population had dipped to just 206 residents, and in 1906 the T&BV Railway bypassed Cotton Gin, choosing to intersect the town of Teague to the east. The post office remained in operation until June 1908. The slow failure of the cotton industry only added to the town’s problems. The population has continued to decline throughout the years. In 1960, there were 75 residents, but by 1968 that number had fallen to 28 individuals (Palmer 2019; Rebuck nd).

Immediately east of the town center of Cotton Gin is the Cotton Gin Cemetery, established by 1854. The cemetery encompasses approximately 5.75 acres and includes over 1,100 marked graves according to an inventory conducted in 2005. At least 62 additional graves no longer have tombstones associated with them. The cemetery is still in use today, although burials do not happen often due to the increasing lack of space (Rebuck nd). The Cotton Gin Cemetery received an OTHM in 2000 and reads as follows:

*“Margarette Wills, her slaves and her son James S. Wills came to this area in 1845. Dr. James S. Wills is credited with the establishment of the Cotton Gin Community in 1848. According to family history, Dr. Wills gave the land for a public cemetery with separate sections for Anglo and African Americans. Though it is likely that there were earlier burials, the oldest legible gravestone in the Anglo section is that of Mary Manning, who died in 1854 at 59. The next identifiable death date is that of an infant daughter of J.W. and A.A. Story, buried in 1858. Among the military veterans interred here is Abraham Roland (ca. 1794-1868), who fought in the War of 1812. There are at least 67 Civil War veterans interred here, as well as veterans of other major conflicts.”—  
2000*

The Cotton Gin Cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

#### 3.5.2.5 Furney Richardson

Located south of Cotton Gin, north of the intersection of FM 1365 and CR 890 is the Furney Richardson Community, encompassing a high school established for black students in 1933, previously located in the nearby community of Grove Island (**Figure 32**). The school was moved to its current location after being in Grove Island since 1893. The school, named after Superintendent Furney Richardson Hill, was constructed on land purchased from the Albert Wright family. The establishment of the school prompted the opening of businesses in the area. Unfortunately, the school attendance declined, and by 1958 the high school students were merged with the local high school in Teague (Cravens 2019b). The Furney Richardson High School received an OTHM in 2008 that reads as follows:

*“In 1933, trustees of Busby and Grove Island Schools consolidated as a single district for African American children in western Freestone County. Trustees Wesley Madison, J.H. Clemons and Rufus Carter acquired land from the Albert Wright family, and the new campus, named for the first superintendent, opened here that fall with grades through high school. Several businesses opened near the school building to form a rural community. The school became a leading educational institution for African American students in the area. Attendance waned by 1958, when high school classes transferred to Teague; the entire school merged with Teague ten years later. The schoolhouse continued in use as a community center and reunion site.”—2008*

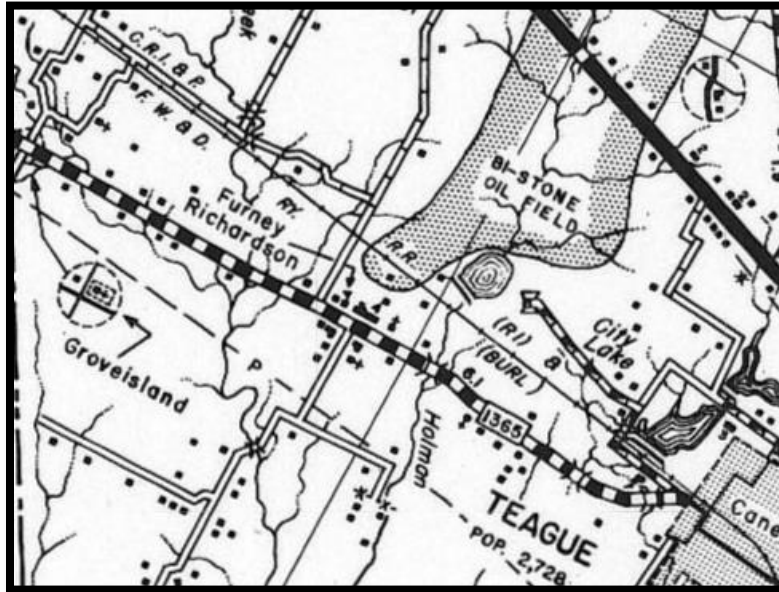


Figure 32: 1961 General Highway Map of Freestone County depicting the locations of Furney-Richardson and Grove Island, west of Teague (Texas GLO 2019f).

The Furney Richardson School was included in the historic resources survey conducted for this Project, and, in consultation with the THC, was determined eligible for listing in the NRHP as a district, under Criterion A as a rare and relatively intact example of an early twentieth century rural African American school complex in Freestone County, Texas.

#### 3.5.2.6 Asia ([Unknown] South of Asia Cemetery)

The no longer extant community of Asia, located south of Patton Creek approximately 1.25 miles east of the Limestone County boundary, is described as possibly being tied to the community of Furney Richardson to the north. The cemetery, referred to as “unknown, south of Asia,” is believed to be a black cemetery associated with the Antioch Primitive Baptist Church that has since relocated to nearby Teague. The Asia Cemetery has an undetermined number of interments. Although a church is indicated on the Freestone County 1940 General Highway Map (Figure 33), the town and cemetery are only present by the 1961 map (Figure 34). What remains of the town is located at the intersection of CR 844 and CR 890.

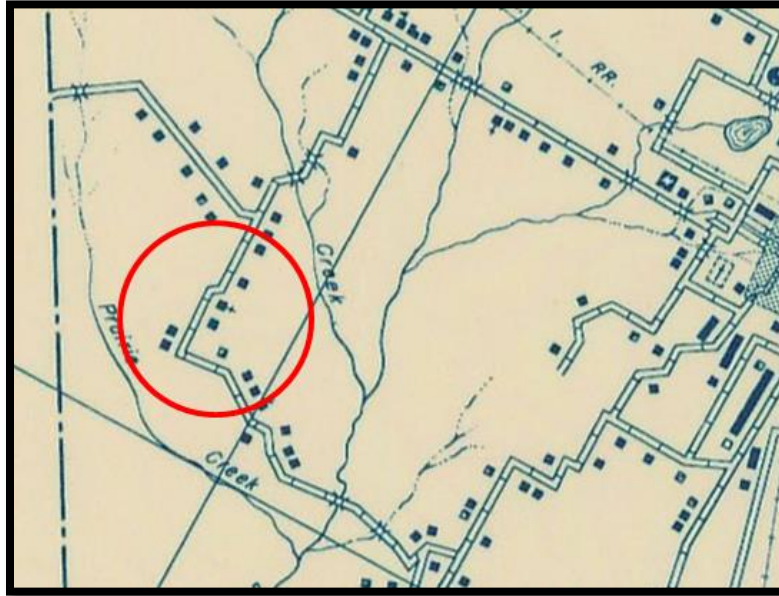


Figure 33: Location of the community of Asia on the 1940 General Highway Map of Freestone County (Texas GLO 2019e).

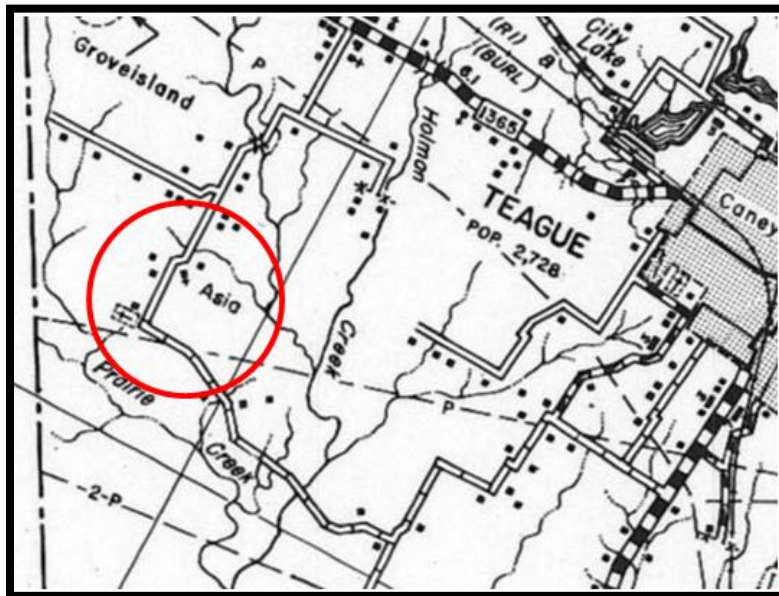


Figure 34: 1961 General Highway Map of Freestone County (Texas GLO 2019f).

### 3.5.2.7 Teague

The city of Teague is located at the confluences of US 84, SH 179, FM 80, and FM 145. Teague was initially known as Brewer, being settled as early as the Civil War. Brewer was yet another small Texas town that benefited by the coming of the railroad, this time the T&BV Railway in 1906. The community was incorporated the same year and renamed Teague after the niece of local railroad executive (Long 2019d). The railroad transformed Teague into a thriving shipping point, enabling local farmers to ship

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their goods far and wide, and establishing a large two-story brick depot and office building (**Figure 35**). It was projected that an additional 1,500 residents would come to live in Teague now that it was a railroad stop. In 1914, the town had at least seven churches, schools, utility companies, an ice plant, banks, cotton gins, a cottonseed oil mill, a cotton compress, and two newspapers. By 1914 the town population had grown to approximately 3,300 residents (Long 2019d).



**Figure 35: T&BV Railway Passenger Depot in Teague, ca 1900 (Texas Escapes 2019).**

Teague, like other small communities, declined with the Great Depression and the fall of the cotton industry. The number of businesses fell by 40 between 1931 and 1936, with 100 still in operation. This trend continued, and by the late twentieth century, only 46 businesses still had their doors open. The population declined as well, with approximately 2,800 residents by 1975 (Long 2019d). Additionally, passenger trains ceased to pass through down by 1966, and in 1968 the railroad depot closed its doors. After 1975, the population began to slowly rise once again. It climbed to 3,268 in 1990 and 4,557 in 2000. As of 2014, Teague had a population of 3,590 residents (Long 2019d; Onboard Informatics 2019e).

### 3.6 Limestone County

The communities crossed by the Build Alternatives Segment 4 in Limestone County are the towns of Personville and New Hope (**Figure 36**). A brief discussion of county and each community is provided below.

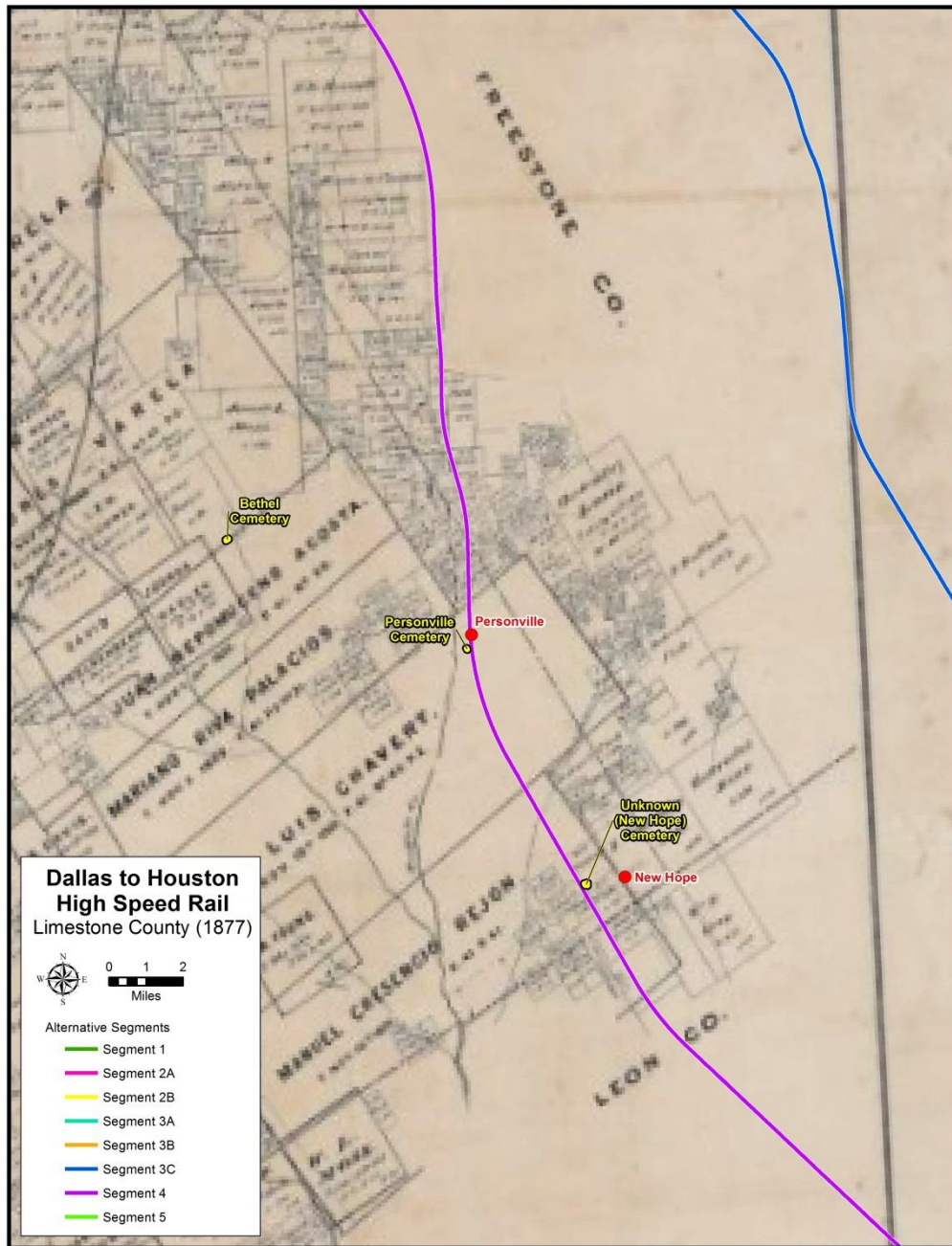


Figure 36: 1877 Texas General Land Office map of Limestone County (Library of Congress 2019j).



### **3.6.1 Development of Limestone County**

The area that is now Limestone County was part of the Haden Edwards and Robert Leftwich empresario grants, authorized by the Mexican state law of Coahuila and Texas in 1825. Several land grants were issued during the 1830s, and settlers including Silas M. Parker, Moses Herrin, Elisha Anglin, Luther T. Plummer, David Faulkenberry, Joshua Hadley, and Samuel Frost settled the area as a group. The group established a permanent settlement in 1833, known as Fort Parker, near the center of what is now Limestone County. In 1836, Fort Parker was attacked by Native Americans, and several of the inhabitants were killed and others were taken prisoner. The brutal event caused fear throughout the region and delayed further settlement in the area until the mid-1840s (Maschino 2019).

In 1846, after Texas statehood, Limestone County was formed from Robertson County and Springfield was chosen as the county seat. By 1866, the county's original boundaries were reduced to its present size to form portions of McLennan, Falls, and Freestone counties. Since early settlement, agriculture was the county's economic mainstay, with most settlers being self-sufficient farmers cultivating corn and wheat, and raising cattle and hogs. By 1850, Limestone County had a population of 2,608 and a total of 279 farms. Steady growth in the county continued over the following years and by 1860, the population had increased to 4,537 and the number of farms had grown to 447. In 1867, the local economy was further advanced when the H&TC Railroad constructed its line through the county. The railroad terminated at Kosse, a town established by the railroad company. Other towns established by the railroad include Thornton, Groesbeck (named for the railroad director), and Mexia. However, when the H&TC was constructed through Limestone County, the rail line bypassed the county seat of Springfield. After the county courthouse in Springfield burned in 1873, county officials decided to relocate the county seat to Groesbeck, where the H&TC had extended its line (Maschino 2019; Panus 2019).

After the arrival of the railroad, the county's population rapidly increased from 8,581 in 1870, to 16,246 in 1880. A second railroad, the T&BV, was built to Limestone County in 1903. The T&BV Railway connected from Cleburne in Johnson County, to Mexia in the northeastern part of Limestone County. In 1906, the H&TC built the Nelleva cutoff from Mexia, southeast to Leon County. The new line passed through the towns of Fallon, Personville, Karners, and Farrar (**Figure 37**). With improved transportation outlets the county's agricultural and manufacturing industries prospered, and the population increased from 21,678 in 1890 to 34,621 in 1910 (Maschino 2019; TSHA 2019).

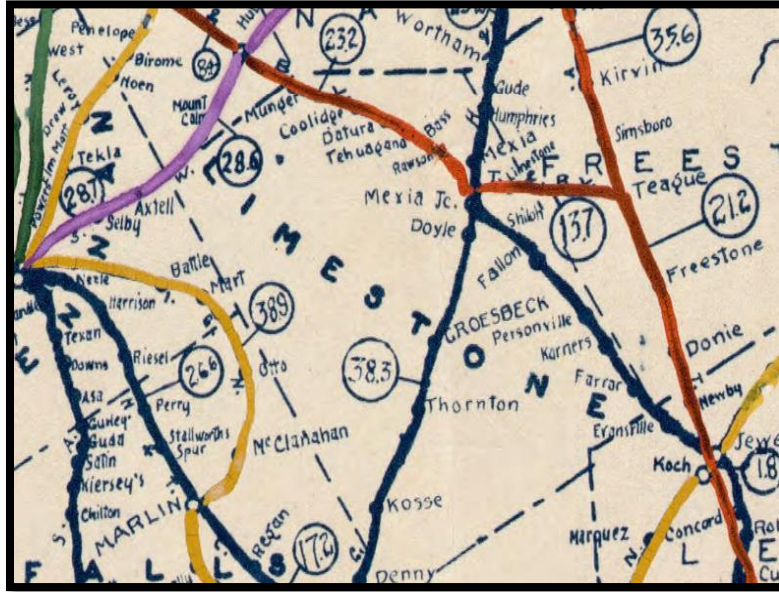


Figure 37: 1926 Railroad Map of Texas, showing H&TC Railroad (blue) in Limestone County (Library of Congress 2019d).

In 1913, natural gas was discovered near Mexia, and soon after in 1920, oil was also discovered. The discovery of oil triggered interest in the county and the population increased from 33,283 in 1920, to its all-time peak of 39,497 in 1930 (TSHA 2019). However, as with most of the country, the county saw a decline in jobs and population during the Great Depression of the 1930s. By 1940, the population dropped to 33,781 and the number of farms fell from 6,081 in 1930 to 3,427 in 1940 (Maschino 2019). Employment opportunities improved when a prisoner-of-war (POW) camp was opened in Mexia during World War II (Griffin 1997, Reagan 2013). The camp, in operation from 1943 to December 1945, was the largest POW camp in Texas. After the war, the POW camp was converted to the Mexia State School (Johnson 2019; Limestone County Historical Museum nd). The opening of a new army airfield at Prairie Hill, as well as federal programs such as the WPA and the CCC, provided additional employment opportunities (Limestone County Historical Museum nd). Despite these few gains, the county continued its overall decline and the local economy never fully recovered.

Over the following decades the population trend was in a steady decline, reaching a low of 18,100 in 1970 (TSHA 2019). By the mid-1970s, the county economy was somewhat stimulated by the construction of Lake Limestone, starting in 1975. The lake, located in southeast Limestone County, was constructed by the Brazos River Authority and dedicated in 1979 (Figure 38) (Waco Citizen 12 October 1979). It was estimated that the maintenance and operation of the lake would contribute \$4 million in payrolls over a 40-year period (Mexia Daily News 16 April 1976).

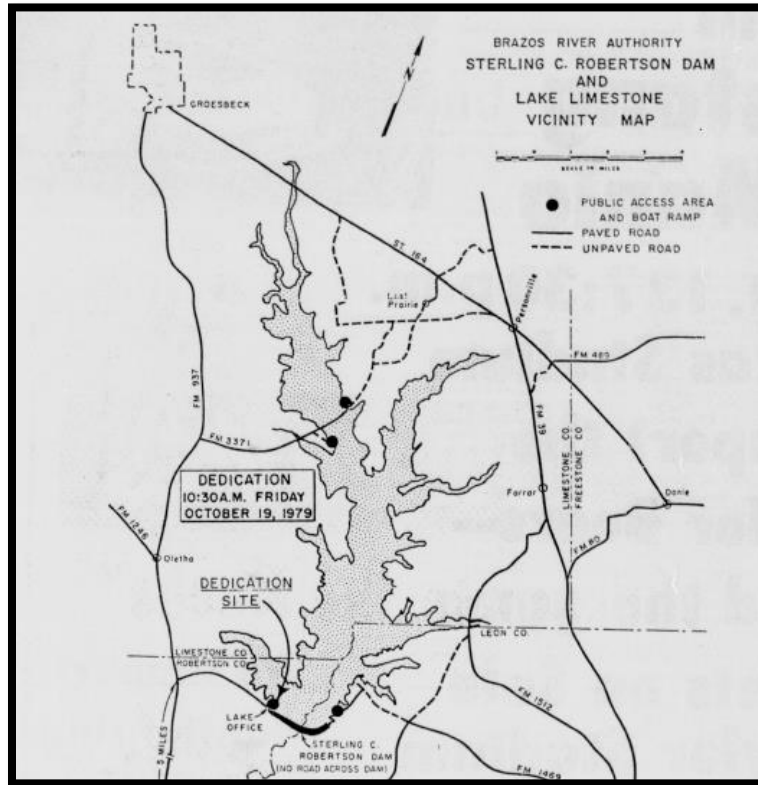


Figure 38: 1979 dedication map of Lake Limestone (Waco Citizen 12 October 1979).

In the 1980s, a renewed interest in energy production brought additional economic prosperity to Limestone County. During this period, the Houston Lighting and Power Company built a power plant in southeast Limestone County. Lignite coal mines were dug throughout the area to power the plant, which created 500 to 800 local jobs (Waco Citizen 7 September 1982). In addition to mining operations, natural gas drilling increased, and by 2000 the county population increased to 22,051 (TSHA 2019). Today, most residents in Limestone County are employed in the retail, manufacturing, and service industries, but the county continues to remain primarily rural with much of the land used for ranching and farming (Maschino 2019).

### 3.6.2 Limestone County Communities

#### 3.6.2.1 Personville (Personville Cemetery)

Personville, located at the intersection of present-day SH 164 and SH 39, was founded by B. D. Person, who in the fall of 1853 settled his family on a ridge overlooking Big Creek bottom. Within the first year, the town's population reached 30 and two businesses, a blacksmith shop and a bar, were established. The post office was established in 1858, and William F. Person served as the first postmaster (Limestone County Historical Commission 2019).

By the 1880s, several additional businesses were opened, including the Boyd Drug and General Merchandise Company and the Merrill dry-goods store. In 1906, the H&TC built the Nelleva cutoff from Mexia, and Personville became a stop on the rail line (Figure 39). Access to rail service strengthened the

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towns economy, and by 1914, the population in Personville was estimated at 200 (**Figure 40**) (Panus 2019). Two years later, a fire spread through the town and destroyed nearly all of the buildings with the exception of a blacksmith shop. Since the majority of the buildings were constructed of wood, the fire spread through the town quickly. Efforts to rebuild the town started soon after, and included plans to construct brick buildings (Groesbeck Journal 26 October 1916).



Figure 39: Personville Cotton Dock along the H&TC Railroad, 1910 (Reagan 2013).



Figure 40: Image of businesses in Personville, 1910 (Reagan 2013).

By 1929, the town recovered somewhat from the devastating fire and the population had increased to 300 (Panus 2019). Unfortunately, the prosperity did not last. In 1932, the H&TC discontinued service of its rail line through Personville, due to a lack of profitability (Panus 2019). After rail service was discontinued, mail delivery to Personville was slow, but by 1940, a road replaced the old H&TC rail line

and was designated SH 39 (Groesbeck Journal 28 December 1934). Review of the 1936 Limestone County Highway Map shows that Personville had a church and school building, multiple businesses, and several homes. The Personville Cemetery, however, is not shown on the map (**Figure 41**). By 1960, only a few homes and one business appear on the Limestone County Highway Map, and in 1967, the population in Personville had dwindled to 20 residents (Panus 2019; Texas GLO 2019h). In 1990, the Baptist Church, the Personville Cemetery, and a school were still extant, but little else remained of the once prosperous community. According to earlier surveys, there were 10 graves in what is known as the Personville Cemetery, the oldest of which is Benjamin Davis Person, who was born in 1816 and died Jan. 8, 1861 (Findagrave 2019). The Personville Cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

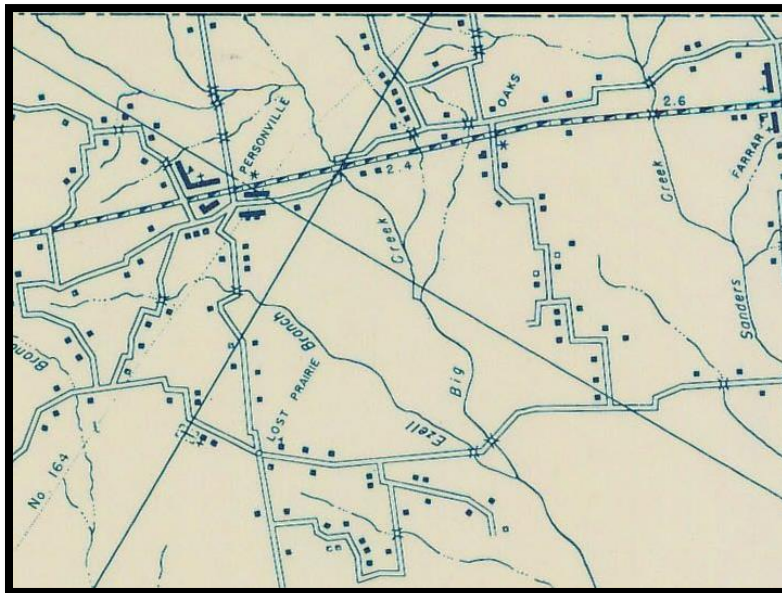


Figure 41: 1936 Limestone County Highway Map, showing Personville (Texas GLO 2019g).

### 3.6.2.2 New Hope (New Hope Cemetery)

New Hope, located in southeastern Limestone County, was established prior to the mid-1880s. The town was relatively prosperous in the mid-1890s, at which time there were 43 students attending the local school (Smyrl 2019). In the early 1900s, New Hope suffered when it was bypassed by the railroads constructed through the county (Maschino 2019; Smyrl 2019). Nonetheless, around 1920, New Hope was noted as a community with an excellent school that employed three teachers and had a student attendance of 92 (Farmers State Bank nd).

By the 1940s, all that remained of New Hope was a church (established in 1910), cemetery (New Hope Cemetery), and a few homes (Mexia Daily News 4 May 1947). In 1948, the New Hope Cemetery purchased an additional acre of land from O. C. Story, and in that same year the church associated with the cemetery was relocated (Mexia Daily News 13 April 1948; Mexia Daily News 16 June 1948). The location of the new church is unknown, but the current church building located south of the cemetery

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was constructed by 1965 (USGS 1965). Over the following decades, the small community continued to decline and now the only community facilities that remain are the church and cemetery. The New Hope Cemetery has 862 interments, of which the earliest is dated March 6, 1878, and approximately 35 others are pre-1900 (Walder nd). The remaining interments date through the 1980s. The New Hope Cemetery was included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined not eligible for listing in the NRHP.

### 3.7 Leon County

Numerous small communities that developed in Leon County in the nineteenth century were initially the result of the area's agricultural economy, but later grew and flourished with the emergence of railroads. The decline of cotton, the Great Depression, and World War II resulted in the decline or disappearance of many of these communities. The county and towns of Bear Grass, Buffalo, Jewett, Centerville, Leona, and Normangee are discussed below (Figure 42).

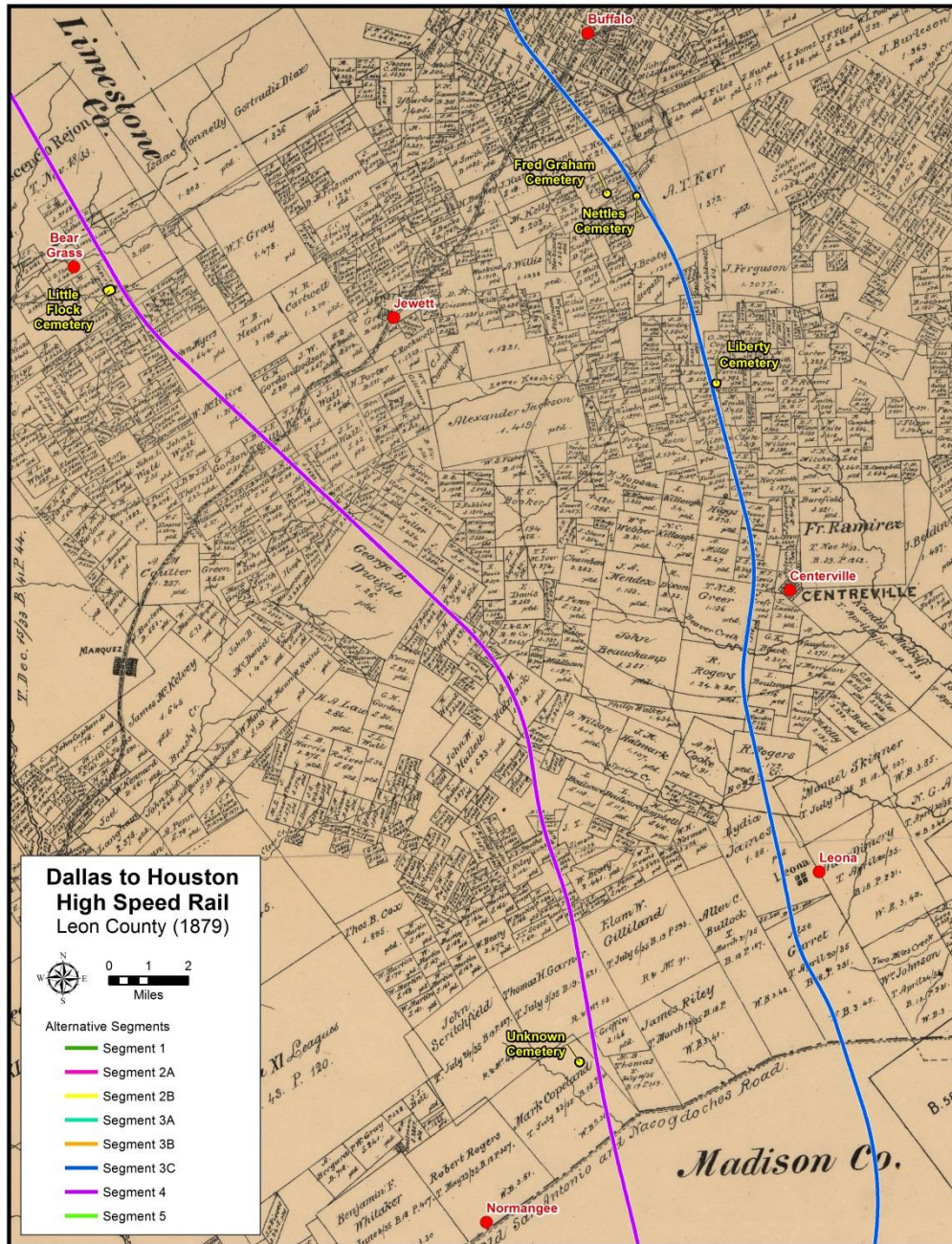


Figure 42: 1879 Texas General Land Office map of Leon County (Library of Congress 2019k).

### **3.7.1 Development of Leon County**

Prior to Texas Independence in 1836, the Mexican government issued several land grants in the area of what is now Leon County. However, due to fear of Native American attacks, such as the one at Fort Parker in Limestone County, in 1833, few settlers actually moved into the area at that time (Hailey and Long 2019). After independence, in 1837, the Republic of Texas ordered the Texas Rangers to construct a two-story log blockhouse known as Fort Boggy between the Navasota and Trinity Rivers, near the present site of Leona (Leatherwood 2019). The area of Leon County today was included in Robertson County when it was formed in 1838 (Leon County Historical Book Survey Committee [LCHBSC] 1986). As a result of the increased security and eventual peace treaties, settlement of the area increased by the late 1840s. Leon County was officially formed in the spring of 1846, the year Texas gained its statehood, with William McKay Ball leading the way on the formation. At the time it was established, it included 1,577 square miles. The following year, in 1847, approximately 1,000 residents called Leon County home. The community of Leona was initially chosen as the first county seat, but some settlers argued that the county seat would be better situated in the central part of the county for easier access. An election followed and Centerville was chosen as the new county seat despite the decision being contested. In 1850, the county seat was relocated to Centerville (Hailey and Long 2019; LCHBSC 1986; Wood 1901).

Many early settlements in Leon County were located along the Trinity River. The relocation of the county seat to Centerville prompted the shifting of the county's population with it, which jumped from 1,946 to 6,781 between 1850 and 1860 (Hailey and Long 2019; TSHA 2019). The decision to name Centerville as the county seat was not well received by other towns in the county; citizens living near Fort Boggy had felt quite strongly that the fort was the best option (LCHBSC 1986). The vast majority of the newcomers in the county hailed from other states in the South, and brought their slaves along with them, which led to an agricultural based economy in the area with the primary crops being cotton and corn. Out of the approximate 1,300 recorded European American citizens in the county in 1850, approximately one-third were born in Texas and half were from other southern states. The remaining were either foreign-born or from northern or mid-west states (LCHBSC 1986).

In 1850, the population of Leon County was comprised of 621 slaves (32 percent of the total population), and by 1860, the number of slaves had increased to 2,620 (39 percent of the total population). At the time; approximately half of the area farmers owned at least one slave (Hailey and Long 2019). While the vast majority of the citizens were farmers, other occupations included teachers, doctors, tailors and seamstresses, bootmakers, carpenters, brick masons, mechanics, blacksmiths, wagon makers, hoteliers, merchants, and lawyers among others (LCHBSC 1986).

Despite the efforts of Governor Sam Houston to discourage his fellow Texas from seceding from the Union, at the onset of the Civil War the majority of the residents in Leon County were in favor of succession (LCHBSC 1986). Approximately 800 men from Leon County joined the war effort, many of whom were either wounded or did not return. Centerville, the county seat, became the official voting station for the county and was closely observed by Federal troops during Reconstruction (Hailey and Long 2019; LCHBSC 1986). Whilst the county was barely touched by the war physically, the overall



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effects and aftermath devastated the local economy. Land value plummeted; this combined with the loss of the slave workforce spelled disaster for the agricultural economy. As expected, the government was in shambles, with many officials leaving the state and lawlessness taking over as a result. Slowly, land values began to rise, mainly due to the transition to share-cropping, or tenant farming. The number of farms in Leon County increased from 702 in 1870, to 1,718 in 1880. Corn, which had become the primary crop after the war, was gradually replaced once again with cotton (Hailey and Long 2019; LCHBSC 1986).

The construction of the International-Great Northern Railroad in 1872, crossed the county and passed through the towns of Oakwood, Buffalo, Jewett, and Marquez, contributed greatly to the post-war prosperity of Leon County (IMR et al. 1896). The railroad brought a larger population with it; in 1870 there were a recorded 6,523 residents and by 1880, the population nearly doubled to 12,817. This appeared to have been purposefully undertaken by the railroad company that established and executed a plan for drawing in new residents to railroad towns (**Figure 43**) (Hailey and Long 2019; LCHBSC 1986). The availability of the railroad enabled farmers to ship their goods to a broader market much more quickly than the steamboats formerly utilized for this purpose.



Figure 43: 1926 Railroad Map of Texas depicting Jewett as the central railroad location in Leon County yellow [International-Great Northern-1872]; (blue [H&TC-1905]; and orange [Trinity and Brazos-1907]) (Library of Congress 2019d).

The towns along the railroad flourished, while the former steamboat landing towns decreased in size with the shifting in focus to the railroads. The population continued to grow through the turn of the century, although not with the fervor of the 1870s (Hailey and Long 2019). By the eve of the turn of the

century, there were approximately 1,800 farms in operation; sixty percent of the total crops on the county were devoted to cotton, while others were corn, oats, potatoes, sweet potatoes, peas, beans, and sorghum. Fruits consisted of peaches, plums, apples, and melons. The county had a total of 45 businesses, including a sawmill and broom factory. The county boasted a total of 90 schools with just over 3,800 children enrolled (IMR et al. 1896). By 1900, Leon County had 18,072 residents (Hailey and Long 2019).

At the turn of the twentieth century, steps were taken to improve the road system in Leon County that linked the communities with one another. In March 1901, a law was passed requiring men between 16 and 45 year of age to pay \$3.00 for road repairs or donate five days working on county roads. As an alternative, those who owned a team of horses, oxen, or mules could provide the use of their team to reduce the number of required work days from five to two. However, if he chose not to use his team, he had to work the five days and pay \$1.50 per day. Another option was to use convict labor, but this proved to be more costly for the county, who had to provide housing, clothing, bedding, food, medicine, medical attention, and guards in addition to paying the prisoners 50 cents each day worked. Using non-prison labor was far more beneficial to the county as it did not have to provide services or pay to this population (LCHBSC 1986).

Through the 1920s, Leon County maintained a steady economy that was heavily dependent on the agricultural industry. The Great Depression of the 1930s, however, proved devastating, particularly to local farmers. In 1880, only 30 percent of farms were operated by tenants, but by 1900, the number of tenant farms grew to 57 percent, and climbed even higher to approximately 66 percent by 1930. By 1930, 65 percent of the county's farmland was under cotton cultivation. Although cotton was particularly profitable, it was also the downfall of many farmers when the Great Depression occurred. Falling crop prices, in combination with pests and droughts forced many farmers to leave their land, reducing the number of farms from 2,832 in 1930, to 1,495 in 1940. The total population also decreased during this period, dropping from 19,898 to 17,733. Oil was discovered in the late 1930s, and the economy began to slowly turn around for the residents of Leon County during the 1940s (Hailey and Long 2019). Since its initial discovery, 133,853,281 barrels of oil have been extracted from the county (Hailey and Long 2019; TSHA 2019).

During the 1950s, lumbering and cattle ranching increased. Cotton was still produced, but on a much smaller scale than earlier in the century. New agricultural avenues became the focus of farmers during this time, particularly watermelon and cattle. But the county population continued in a steady decline during the mid-twentieth century and had fallen to 12,024 residents by this point. Animal husbandry continued its profitability for Leon County into the late 1900s, with cows and hogs as the main focus. In place of cotton, famers focused on hay, grains, watermelon, various vegetables, and Christmas trees. Oil continued to play an important role. By 1970, the population had dropped to 8,738. The population began to increase with the opening of the Nucor Steel plant in 1974. The plant brought a significant economic increase to the area and 280 new jobs, which helped to support the existing local population and attracted new residents. The population has continued to increase through the late 1900s and by

2000, had risen to 15,335. As of 2010, the population in Leon County was 16,801 (Hailey and Long 2019; TSHA 2019).

### 3.7.2 Leon County Communities

#### 3.7.2.1 Bear Grass (Little Flock Cemetery)

Bear Grass, a mining town no longer extant, was located near the intersection of FM 1512 and FM 1146. Originally located in Limestone County in the 1850s, the community post office was in use from 1858 to 1867. After the establishment of the Little Flock Cemetery in 1860, the residents of Bear Grass eventually migrated south to Leon County (Odintz 2019a). The Bear Grass Coal Company began mining the area in 1906, the coal workers families increasing the number of students attending the Little Flock School to thirty-four by 1907. Coal mining in the area stopped in 1930, and the population of the entire community decreased to twenty-five. Located 1.25 miles northwest of the Little Flock Cemetery, Bear Grass was still illustrated on the 1961 General Highway Map of Leon County (Figure 44).

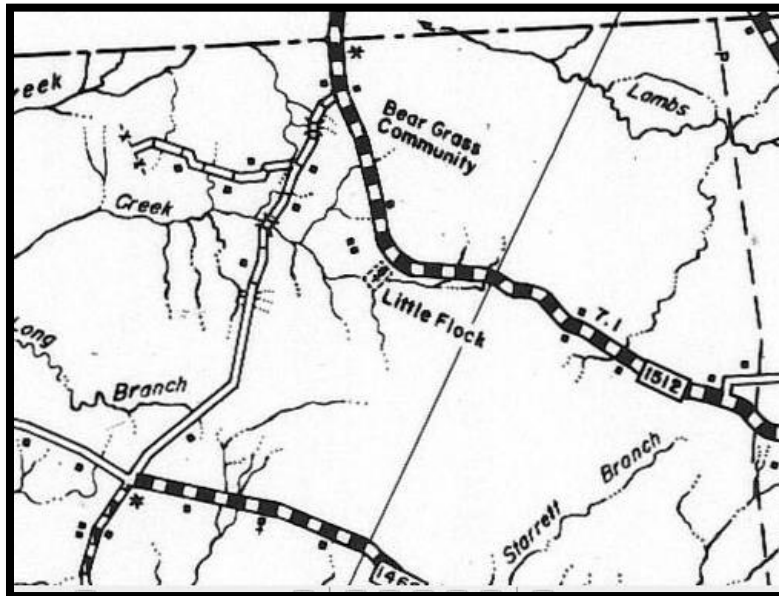


Figure 44: 1961 General Highway Map of Leon County illustrating the Gear Grass Community and Little Flock Cemetery (Texas GLO 2019i).

Established in 1860 with the interment of Meedy Lamb (December 4, 1808-January 27, 1860), more than 400 burials are within the cemetery, and it is still in use. The THC designated Little Flock Cemetery an HTC in 2003 (Findagrave 2019; TASA 2019). The cemetery was included in the historic resources survey conducted for this Project, and in consultation with the THC, was determined eligible for listing in the NRHP under Criterion A for early community development in Leon County, meeting Criteria Consideration D as one of the only remaining features of the Bear Grass community and for its association with the Bear Grass mine, including the remains of Mexican American and African American mine workers.

### 3.7.2.2 Buffalo (Fred Graham Cemetery; Nettles Cemetery)

The city of Buffalo is situated at the intersection of US 75 and US 79, approximately 0.9 miles east of Interstate 45. The town was originally planned to encompass 30 square blocks when it was laid out in 1871 and 1872, founded after the International-Great Northern Railroad was constructed through the area in 1872. The railroad shifted the primary method of transportation for crops and cattle away from river boats, physically driving the cattle to market. The post office was established in 1876 and still operates today (LCHBSC 1986).

Prior to it being known as Buffalo, the community was known as Val Verde until around 1879 (City of Buffalo 2014). By 1890, the community's population was approximately 200 residents; however, this number was increased quickly to 500 residents in 1892 (Kruger 2019; LCHBSC 1986). This number continued to grow quickly, with 750 residents by just 1896 (IMR et al. 1896).

Buffalo increased enough in size to incorporate in 1913; this lasted until 1917 but was reincorporated again later in the century. The town's school district grew with the addition of the Concord Common School District in 1927 (Kruger 2019; LCHBSC 1986). By 1929, the population had increased from 500 in 1892 to 650 residents. Despite a population drop in 1931 to 470, it rose to 850 by 1939 and decreased to 737 by 1941 where it stayed through 1950. The school district acquired an additional seven local school districts by 1970; a new high school was constructed in 1968 to accommodate the growing population of Buffalo. While the city ceased to be a stop for the passenger railroad in 1970, this did not stop its growth. By 1990, Buffalo's population had reached 1555 and by 2000 had increased to just over 1,800 (Kruger 2019).

The historic Fred Graham Cemetery is located in a rural area just 3.6 miles south of the town of Buffalo and immediately north of Bliss Creek. The initial burial was that of Hosea Graham (July 20, 1870-May 9, 1872), and consists of an additional 12 interments from 1880 to 1945 (Burks 2019a).

By 1877, Captain Timothy Dargan Nettles, a Confederate officer, and his wife Virginia Caroline Durant settled in the area just south of Buffalo. After the death of their fifth out of 6 total children, they dedicated a portion of their land as a cemetery in 1886. Not until the death of Captain Nettles (February 14, 1838-October 20, 1923) was there a second interment at Nettles cemetery. The remaining 8 burials range from the 1920s to 2008 and include the Nettles family and the Nettles-LeGalley family (Burks 2019b).

### 3.7.2.3 Jewett

The city of Jewett is situated on US 79, north of Hwy 39, between Segments 3C and 4 of the Build Alternatives. The Missouri Pacific Railroad passes along the south side of the town. Jewett owes its origins to a railroad, but not the HT&C or T&BV Railroads that other small towns in the area originate from. The town was founded by the International Railroad Company and surveyed for lots in 1871; it was named after Henry J. Jewett, one of the founders of Leon County. A post office was established in December of the same year. Three churches and a school were established in the 1870s and 1880s. By 1884, the town's population had reached approximately 500 residents. There were five general stores, several saloons, three churches, a cotton gin and gristmill, and a weekly newspaper servicing the town.

The town was incorporated in 1890. At the turn of the century, the population had fallen slightly to 433 residents, decreasing from 550 in 1896, but was still noted as the largest town in the county (IMR et al. 1896; LCHBSC 1986; Odintz 2019b). With the construction of the H&TC Railroad in 1905 and the T&BV Railway in 1907, the community began to grow again (see **Figure 43**). By 1910, the population had risen to 586 residents (Odintz 2019b).

Jewett was unique in the fact that it serviced three railroads at various points in time. Although the HT&C Railroad ended its services in 1933, the first streamlined passenger train, the “Sam Houston Zephyr,” began running through town. The population dropped slightly in the early 1930s, to 515 residents with several population fluctuations through the 1980s, when it had climbed back up to 597 residents. The opening of Nucor Steel plant in 1974 brought a significant economic increase to the area and offered 280 new jobs, which helped to support the existing local population and attracting new residents to the area. In 1990, the town had 32 businesses in operation and 668 residents. By 2000, the number of businesses had more than tripled to 100 supported by a population of 861 citizens (LCHBSC 1986; Odintz 2019b).

#### 3.7.2.4 Centerville (Liberty Cemetery)

The city of Centerville is situated 0.75 miles east of Segment 3C of the Build Alternatives and IH 45, at the junction of SH 7 and SH 75, approximately halfway between Dallas and Houston. The site of Fort Boggy is approximately five miles south of the city (LCHBSC 1986). Centerville was named the county seat in 1850, replacing Leona, as it is situated in the center of the county as called for by the Texas state legislature. Originally the town’s name was spelled Centreville, but this was changed to Centerville in 1914 (**Figure 45**). Centerville is located on 200 acres that originated from two landowners – D.C. Carrington and Robert J. Townes. Carrington donated his land, while Townes sold his 100 acres for a total of \$5.00 (LCHBSC 1986). A number of events occurred for the new community that year, including the opening of the new post office, the survey of the town and subdivision of the land for smaller lots, and the first courthouse was built (LCHBSC 1986). Lots were available for purchase by the summer of 1850, and were quickly acquired by the new townspeople who built homes, a hotel, and established a central business district (LCHBSC 1986). Circulation of the Leon Pioneer, the first town newspaper, began in 1852 and ran through 1856. A brick courthouse was constructed around 1857 and was destroyed in a fire almost thirty years later, in 1885. The third county courthouse was constructed in 1887 for \$20,000 (LCHBSC 1986; Odintz 2019c).

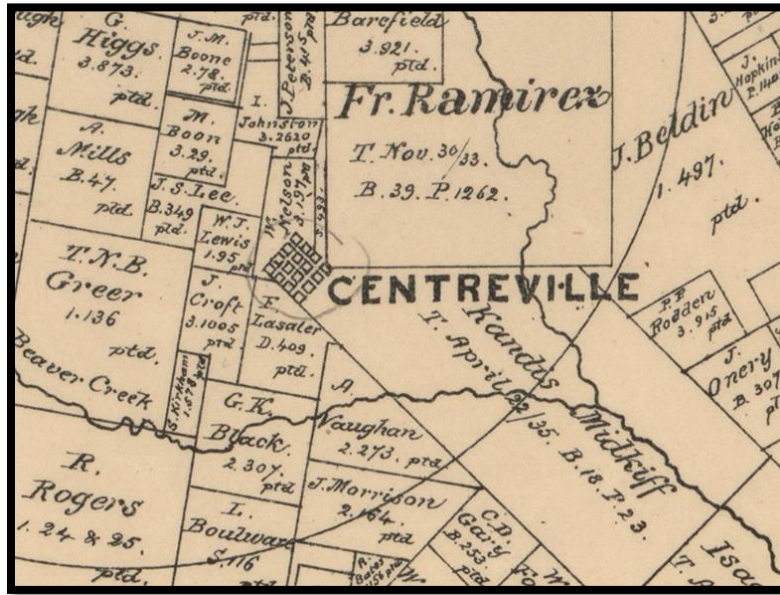


Figure 45: 1879 map of Leon County showing the location and early spelling of Centerville, the county seat (Library of Congress 2019k).

As the county seat, Centerville was the location for Leon County's Freedmen's Bureau office during Reconstruction, but was skirted by the International-Great Northern Railroad when it laid its line through the area in 1872 (Odintz 2019c). By the early 1880s, Centerville was home to 300 residents and had a grist mill, a cotton gin, a school, two hotels, two general stores, and a church (LCHBSC 1986; Odintz 2019c). Ten years later, in 1892, the town's population had grown to 400 but fell by the turn of the twentieth century to 218 residents (LCHBSC 1986; Odintz 2019c). Around the turn of the century, Centerville was highlighted by a magazine ran by the Illinois and Great Northern Railroad to help draw additional settlers to the vicinity (LCHBSC 1986). Centerville's first bank opened its doors in 1910. When the spelling of the town's name changed in 1914, there were approximately 600 residents living in or close to town. By 1930, the beginning of the Great Depression, the town had been officially incorporated, and had its first mayor elected despite the population decreasing to 388 residents. Twenty businesses were in operation at the time (Odintz 2019c).

By the mid-twentieth century there were 961 residents who called Centerville home, and 42 businesses servicing the community. The following decade, by 1960, 836 residents were living in the town. This number continued to decline slowly to 805 citizens in 1980, but climbed to 812 in 1990 and with 35 businesses. By the turn of the twentieth century, the number of businesses had quadrupled to 127; the population grew as well, but much more slowly with 903 residents (Odintz 2019c).

Associated with the community of Centerville, the Liberty Cemetery is located approximately 5.5 miles north of Centerville, west of Long Branch, immediately east of IH 45 (Figure 46). Of the more than 250 interments, the earliest recorded burial is that of Susan Ann Phillips (February 8, 1848-September 1, 1856) (Findagrave 2019). The cemetery appears to still be in use.

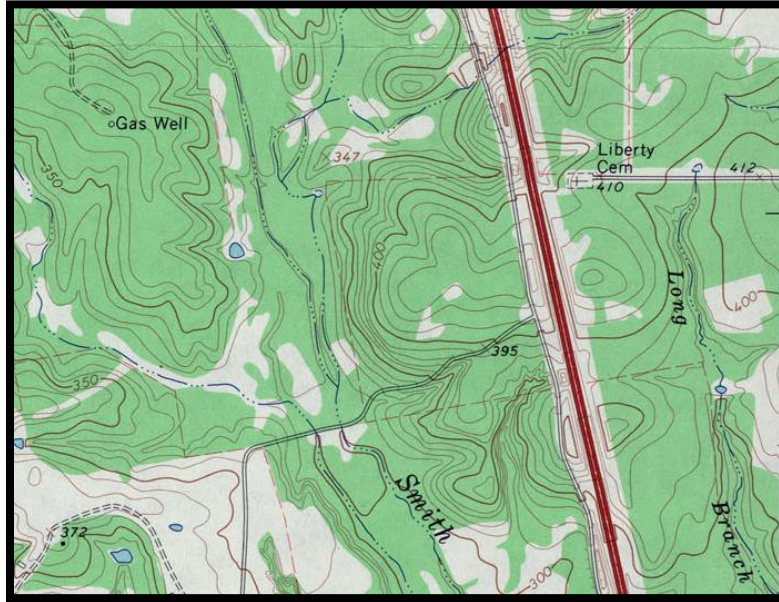


Figure 46: Liberty Cemetery location on the USGS 7.5 minute topographic map of Robbins, Texas (USGS 1965).

#### 3.7.2.5 Leona

The town of Leona is approximately one mile east of IH 45, at the intersection of FM 977 and SH 75. As early as 1844, Leona was home to approximately 150 residents. It holds the title of being the original county seat of Leon County, established in 1846 after Texas won its independence from Mexico. The first county courthouse and school were built that year, as well as the town post office. Construction was completed on the Leona Baptist Church in February 1848 (LCHBSC 1986). Leona's role as the county seat was short-lived; after a decision passed by the Texas Legislature in early 1850 that was supported by the Supreme Court that the county seat was moved to Centerville (LCHBSC 1986). By 1890, the population had fallen to 100 residents and was down further to just 50 in 1896. By the early 1930s, Leona's population had increased four-fold to approximately 200 residents with 14 businesses servicing the community. By 1980, the population dipped to 91, but almost doubled to 165 residents just two years later. As of 2000, Leona was home to 181 residents (Wood 2019).

#### 3.7.2.6 Normangee

The town of Normangee is situated on the Leon County-Madison County Line. It is located at the intersection of FM 3 and FM 39, as well as the Old San Antonio Road. The Burlington Northern Railroad is on the east side of town, running north-south. Normangee is another Leon County community that was established initially as a station along the H&TC Railroad in 1905, and was named after a local judge, Norman G. Kittrell. The construction of a second railroad, the T&BV Railway, two years later prompted residents of nearby Rogers Prairie, located approximately two miles east, to relocate to the new settlement. Not only did the town residents relocate, but records indicate they went so far as to bring several of their buildings along with them. One of these was the post office, which began servicing Normangee in 1907.

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The town was incorporated in 1913, and the following year it was a bustling community of 1,100 residents with numerous businesses. The town had not one, but two cotton gins and banks, several hotels, schools, telephone service, and a weekly newspaper. The town was unincorporated briefly in 1917, but was reinstated in 1919; it encompasses land not only in Leon but Madison County as well. The population had decreased to 663 residents by 1920, but within a decade expanded again to 869 residents and an impressive 45 businesses. After the H&TC Railroad stopped operations in 1933, the grade was converted into today's FM 39. The population declined to just 535 residents in 1940. Since that time, the population of the town has varied, with the lowest population in 1950 of 656 residents, and the highest in 2000 with 719 residents and 82 businesses (Odintz 2019d).



### 3.8 Madison County

The primary communities within the vicinity of the Build Alternatives in Madison County are the towns of Normangee (see Leon County Communities), North Zulch, Cottonwood, and Madisonville (Figure 47). A brief discussion of the county and each community and associated cemetery is provided below.

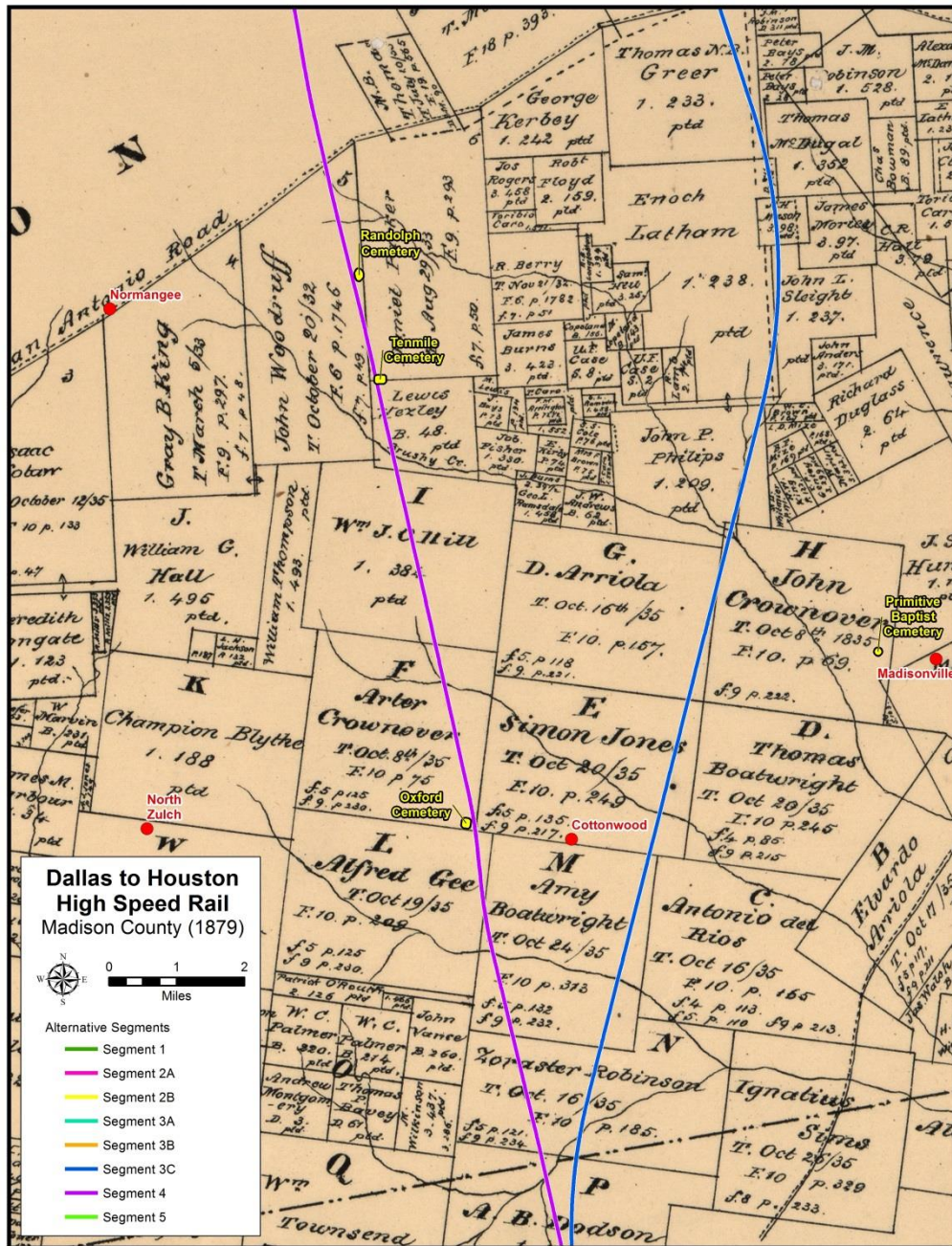


Figure 47: 1879 Texas General Land Office map of Madison County (Library of Congress 2019).

### **3.8.1 Development of Madison County**

The first known European settlers to reach the area that is now Madison County were Luis de Moscoso Alvarado in the mid-1500s, and Robert Cavellier, Sieur de La Salle in the late 1600s. One of the earliest settlements in Spanish Texas was the village of Bucareli, established by the Spanish in 1774. The village was established on the banks of the Trinity River at the crossing of the Old San Antonio and La Bahia roads known as Paso Tomás. These roads mirrored old Native American trails, the former of which now forms a major portion of Madison County's northern boundary. The settlement had few allies in the region. The 1777 census noted 740 armed men, mostly Caddo, who were allies of the settlement but over 7,000 armed men, mostly Comanche, who threatened the settlement. Bucareli suffered through multiple Comanche raids in 1778. By January of 1779, the settlement was largely abandoned for fear of these attacks; flooding of the Trinity River the following month led to complete abandonment (Galán 2019; Hodges 2019a). In 1805, Spanish Bluff was established south of the abandoned Bucareli settlement for the purpose of keeping a Spanish force on United States land. The Gutierrez-Magee Expedition tried to take this territory in 1812, but was unsuccessful (Hodges 2019a).

Three empresario grants from the Mexican government, belonging to Stephen F. Austin, Joseph Vehlein, and David G. Burnet, were located in present-day Madison County. José Miguel Músquiz received the first land grant of over 100,000 acres, in 1831. The identity of the first Anglo-American to settle permanently in the area is a source of debate. Jesse Young may have entered the county in 1821 or 1823, but is officially recorded as receiving land in the area in 1935. Another possibility is Major W.C. Young, who moved to Texas in 1829 and fought in the battle San Jacinto; he is recorded as the first person to say the words "Remember the Alamo". Other early settlers included James Mitchell, who established the first post office in the county; Job Starks Collard, who donated the 200 acres on which the county seat of Madisonville was established; and Dr. Pleasant W. Kitrell, Sam Houston's physician, who drove the organization of the county (Hodges 2019a; Neely 2004).

The early roads of the county are significant due to their role in the expansion of Texas. The Old San Antonio Road, also known as the King's Highway, connected Natchitoches and Nacogdoches to San Antonio and Mexico. La Bahia Road connected the settlements of eastern Texas to the mission at Goliad. Besides facilitating the growth of Texas, both of these roads offered escape to the settlers in the "Runaway Scrape" in February of 1836. These settlers, fleeing from the advancing army of Santa Anna, received word along these roads of the general's defeat at San Jacinto (Neitsch 1994).

Montgomery County was established in 1837, under the jurisdiction of the Republic of Texas (Long 2019e). In 1842, Madison County was formed from part of Montgomery County as a judicial county. The original boundaries included parts of what are now Montgomery, Walker, and San Jacinto counties (Connor 2019). However, soon after this, judicial counties were abolished due to their lack of legislative representation. It was not until 1854, well after Texas statehood, that Madison County was officially organized from portions of Grimes, Walker, and Leon counties. Dr. Kitrell chose Madisonville as the county seat; he named the county after James Madison and became the county's first legislative representative (Hodges 2019a).

Since its early days, the area has been primarily agricultural. Initial staple crops were corn, cotton, and sweet potatoes, but crop production declined sharply in almost every category after 1959. Today, these crops do not contribute significantly to Madison County's income. The peak year for farming in the county was 1930, when 2,355 farms were recorded. In 1987, there were only 756. Ranching has also been important to the county's economy. Historically, wool, poultry, and dairy were important contributors to the agricultural economy but these had all declined by 1969. Raising beef cattle remains the primary source of agricultural income, with hay, forage crops, horses, and swine operating as secondary sources (Hodges 2019a).

Through the latter part of the nineteenth century, the Madison County grew steadily with a population increase of 2,238 in 1860 to 10,432 in 1900. In 1903, the International-Great Northern Railway extended a branch line north from Navasota to Madisonville, bringing the railroad to Madison County for the first time. Three years later, the T&BV Railway was constructed running north-south through the county (Hodges 2019a). The county's population peaked in 1930, with a total of 12,227 residents. The population remained fairly steady through the 1940s with 12,029 residents, but by 1950 the total number of county residents had fallen to 7,996 (Hodges 2019a).

In the early 1960s, IH 45 was constructed through Madison County, improving transportation. The county has benefited from a mushroom-processing plant, a 110-acre industrial park, and the petroleum processing industry since the 1970s. Oil and gas field servicing is still one of the county's most important industries, along with agribusiness and a state prison. In 2002, there were 890 farms and ranches in Madison County. The chief agricultural products were nursery crops, cattle, horses, and poultry. By 2014, the population in the primarily rural county had increased to 13,861 (Hodges 2019a; Jackson 2019a).

### **3.8.2 Madison County Communities**

#### **3.8.1.1 Normangee (Randolph and Ten Mile Cemeteries)**

Normangee, located on the Leon-Madison County line and discussed above, is associated with the historic Randolph and Ten Mile cemeteries (**Figure 48**). The Randolph Cemetery, established in 1851, is located near the intersection of Dawkins Road and Hines Lane 3 miles southeast of Normangee. There are approximately 250 interments, with the earliest being that of Stephen Rogers (1803-1851) and Rebecca Tipton Rogers (1805-1853) (Findagrave 2019). Randolph Cemetery is on a terrace setting immediately south of Caney Creek. The cemetery is still in use.

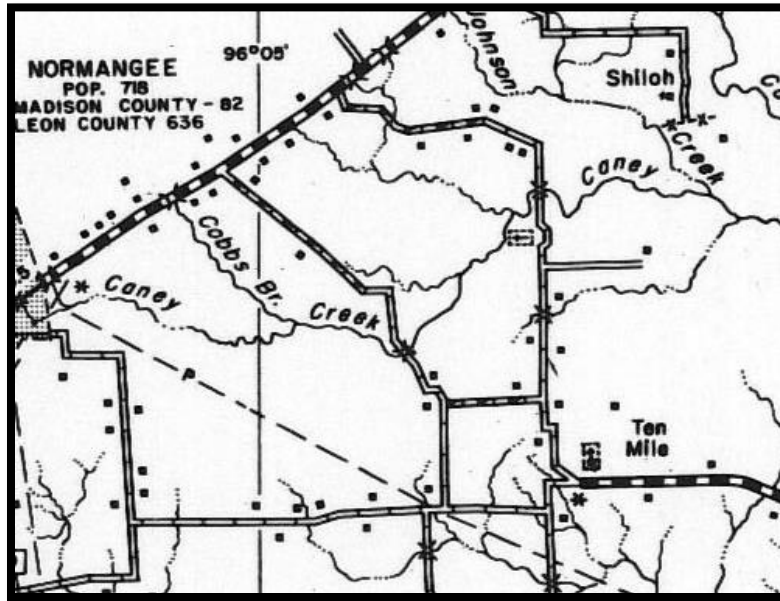


Figure 48: 1961 General Highway Map of Madison County indicating Randolph (north of Ten Mile) and Ten Mile cemeteries (Texas GLO 2019j).

Ten Mile Cemetery, located on CR 2289 and CR 326, approximately 5.0 miles southeast of Normangee, was established in 1890 after the death of Mattie E. Ethridge (February 14, 1890-March 19, 1890) (Figure 49), the first of seven children of James Thomas and Cora Etta Ethridge (Findagrave 2019; THSA 2019). With close to 1,000 interments, the cemetery is still in use. The THC designated Ten Mile Cemetery an HTC in October 2016.



Figure 49: Initial burial at Ten Mile Cemetery, 1890 (Findagrave 2019).

### 3.8.1.2 North Zulch

North Zulch lies at the intersection of State Highway 21 and US Highway 190. Like Normangee, North Zulch was settled when citizens settled along the newly constructed T&BV Railway in 1907. Many residents came from the nearby town of Zulch, which was bypassed by the railroad. A public school was organized and a post office was established in 1908, and in 1920 the town's first newspaper was published. The population was 1,000 as of 1931, but by the late 1930s it had fallen to 400; as of 1990 the town only had 100 residents. Similarly, the number of businesses in North Zulch decreased from 40 in 1931 to only two in 1990 (Hodges 2019b).

### 3.8.1.3 Cottonwood

Cottonwood is located along SH 21 between North Zulch and Madisonville. Although settlement of the area had begun by the mid-1800s, no official community was formed until approximately 1880. Five years later, a schoolhouse was erected and the community was named after a stand of cottonwood trees at the site. In 1894, a post office was established and the community was renamed Neal after the new postmaster's maternal family name. After the post office was discontinued in 1907 the community reverted back to the name Cottonwood. The community has maintained between one and three business since 1900. In 1944 the Cottonwood school was consolidated into the Madisonville Independent School District. Although the community had an estimated population of 70 residents in 1945, it has maintained a population of between 35 and 40 since 1949 (Jackson 2019a).

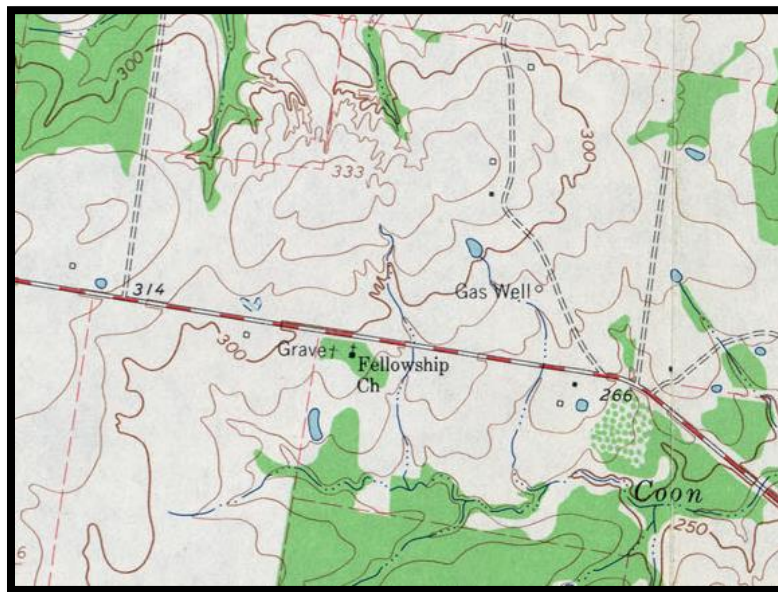
### 3.8.1.4 Madisonville (Fellowship Cemetery; Oxford Cemetery)

Madisonville is the largest town within Madison County and is also the county seat. The town was established in 1853 in order to satisfy a legislative ruling that county seats could be no more than five miles from the geographical center of a county (Hodges 2019a, Jackson 2019b). In addition to satisfying this requirement for the newly emerging county, a stream-fed lake offered fresh water to the area. The first log courthouse and post office were established in 1854, and by 1870 the town had become an agricultural trade center. State Police were posted there in the 1870s. The first black school in the area was established in 1880, and Allen Academy, the oldest boy's preparatory school in the state, was founded in 1886. It operated there for 13 years as Madison Academy, before moving to the town of Bryan, Texas. By 1890 the town had seven general stores, a saloon, and operated a single newspaper, the Watchman. A second newspaper, the Meteor, was founded in 1895. By 1896 Madisonville had 700 residents (Jackson 2019b).

The International-Great Northern Railroad operated a branch line from Navasota to Madisonville from 1903 to 1944. SH 90, SH 21, and US 75 were all built near or through the town between 1929 and the early 1930s. From 1935 to 1941, the Civilian Conservation Corps had a camp on the western edge of town. Demographics shifted during the 1940s; many people left to pursue employment related to the war effort in metropolitan areas, but many rural black residents moved into Madisonville. While the overall population rose from 2,095 in 1940 to 2,393 in 1950, the African American population rose from 142 in 1940 to 927 in 1948 (Jackson 2019b). Like the rest of the county, Madisonville still relies on agricultural trade. The town is home to Madison County's mushroom-processing plant, a 110-acre

industrial park, and also benefits from the oil and gas industry (Jackson 2019b). The town's population was 4,396 in 2010 (Census Viewer 2019).

The Primitive Baptist Church and Fellowship Cemetery are on the south side of CR 1452, approximately 2.5 miles west of the county seat of Madisonville. The cemetery contains thirteen recorded burials. The Fellowship cemetery is located on the western side of the Primitive Baptist Church on the 1963 Madisonville USGS 7.5 minute quadrangle map, (**Figure 50**). It is unknown when the cemetery was established, but the earliest interment is that of Martha C. Wallace (May 17, 1833-October 5, 1908). The most recent burial dates to 2014 (Findagrave 2019).



**Figure 50: 1963 USGS 7.5 minute Madisonville, Texas topographic quadrangle illustrating the Fellowship Cemetery, marked as a single grave (USGS 1963).**

The Oxford Cemetery is located in a rural area and contains graves that date from 1872 to 2015, with the first interment being that of Andrew M. Eakens (September 18, 1871-November 20, 1872). Located at the intersection of CR 429 and Hwy 21, the cemetery contains more than 400 interments. Although the location of the cemetery is approximately 4.3 miles east of the community of North Zulch and only 1.6 miles west of the community of Cottonwood, Oxford Cemetery is associated with Madisonville, more than 7 miles away. The Oxford Cemetery was designated an HTC by the THC in December 2016, and was previously evaluated by the Texas Department of Transportation (TxDOT) and determined eligible for listing in the NRHP under Criterion A for association with early community development in Madison County, meeting Criterion Consideration D. The cemetery was also included as part of the historic resources survey conducted for this Project, and in consultation with the THC, was determined to remain eligible for listing in the NRHP.

### 3.9 Grimes County

Numerous communities, some of which are no longer extant, are within proximity of the Build Alternatives Segments 3C, 4 and 5 in Grimes County. Included are Bedias, Pankey, Singleton, Roans Prairie, Apolonia, and Stoneham (Figure 51). A brief discussion of the county and each community is provided below.

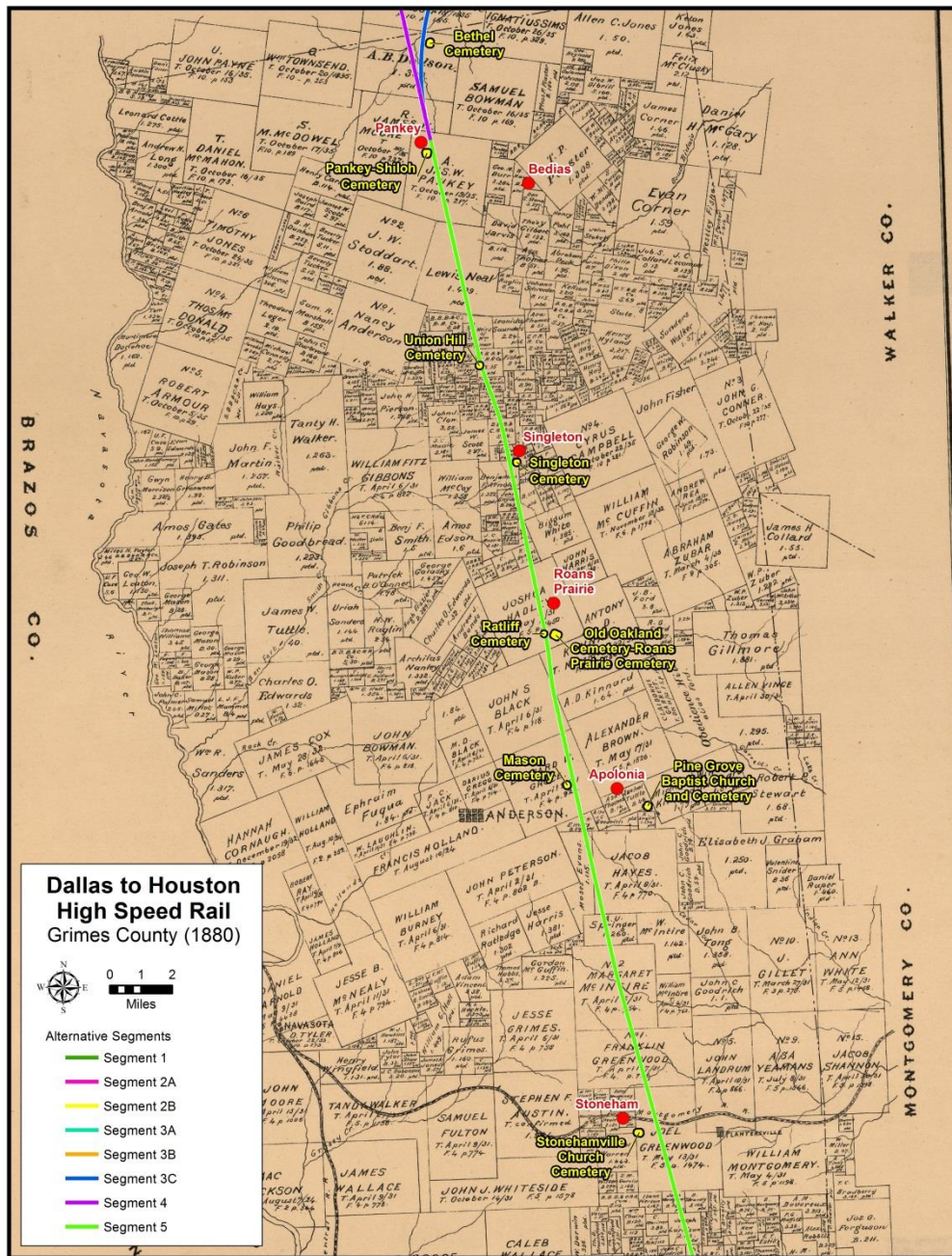


Figure 51: 1880 Texas General Land Office map of Grimes County (Library of Congress 2019m).

### **3.9.1 Development of Grimes County**

The earliest settlers arrived in Grimes County circa 1821. In 1824 seven colonists from the Austin Colony settled in the area, including Francis Holland, Isaac Jackson, James Whiteside, Jesse Grimes, Caleb Wallace, Jared E. Groce, and Anthony Kennard. By 1825, a significant amount of cotton production was underway and documents indicate the first Cotton Gin in Texas may have been established. The first post office was established in 1835, but many of the early settlers soon left as the Mexican Army advanced. By 1836, a total of 64 land grants in the Grimes County area were obtained from the Mexican government. Most of these early settlers were from the southern United States, who brought with them slaves and a plantation style economy (**Figure 52**).

After Texas won its independence from Mexico, the area that would become Grimes County was incorporated as part of Montgomery County, which was organized in 1837, by the Congress of the Republic of Texas. Grimes County was officially formed in 1846 after a petition from residents of western Montgomery County requesting the split (Blair 1930). The original county seat was designated as the old town of Fanthorpe, named after British merchant Henry Fanthorpe, who purchased 1107 acres within the Francis Holland Land Grant in 1833, later to be redrawn and renamed Anderson (Blair 1930; Ray 1949). The county's boundaries shifted in 1853, when Madison County was formed from the northern portion of the county. This occurred again in 1873, when a section in the southern part of the county was taken to form Waller County (Blair 1930; Jackson 2019c).



**Figure 52: Methods for the agriculturally based economy of early Grimes County (Grimes County Historical Commission [GCHC] 1982).**

An agriculturally based economy was established early on, with the primary crops being cotton and corn, although the raising of cattle, hogs, and sheep was also important. In 1859, the first railroad crossed the county when the H&TC Railroad constructed a line to Navasota. By 1860, the population in Grimes County totaled 10,307, over half of which were slaves (Jackson 2019c). At the onset of the Civil War the county voted for secession, as did most counties in the area. During the war years, the county experienced an influx in the population due to refugees from the lower south moving to the area. The migrants began planting their own crops or rented their slaves to other landowners in the county for income. In 1861, a munitions factory was constructed two miles west of Anderson. In 1862 the county received its first telegraph lines, strung through Navasota for the benefit of the railroad and the Confederate government. In 1863, the commander of the Department of Texas, John B. Magruder, established his headquarters in Grimes County. Within two years, a local grand hotel, the Piedmont



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Hotel, had been converted into a military hospital. Grimes County was also on the route of wagon trains to Mexico which was established to circumvent Union blockades. Trading along this route served to mitigate some of the hardships of the war for the area (Jackson 2019c).

Due to tension resulting from the outcome of the war, federal troops were stationed in Brazos County, a few miles northwest of Navasota, from 1865 to 1870. In addition to this, troops were stationed in Anderson for a short time as well. An office of the Freedmen's Bureau was established in 1866, but its headquarters moved repeatedly in and around Grimes County, finally settling in Bryan (Brazos County). The Bureau established African-American schools in Anderson, Courtney, and Navasota. Racial tensions continued with violent encounters not uncommon, but few offenders were ever prosecuted. The Ku Klux Klan emerged in Navasota in 1868, and in response some local black residents formed militias to protect themselves. The black community made up sixty percent of the county's population in 1870, ensuring a stronghold for the Republican Party. Eight African-Americans from the county held seats on the state legislature from 1871 to 1883. This changed after 1898, when Democrats formed the White Man's Union, which was designed to exclude blacks from politics and sometimes used violence to accomplish this goal. After this group swept the 1900 elections, large numbers of African-Americans began to leave the county (Jackson 2019c).

After the war, the cultivation of cotton increased, as did the number of tenant farmers. The local economy steadily improved during the latter part of the 1800s and early 1900s as a direct result of additional railroad construction. Although the county's farms in 1870 were worth less than a third of their pre-war 1860 value, the local economy steadily improved during the late nineteenth through early twentieth century. This was a direct result of additional railroad construction. Between 1883 and 1907, four new railroads were constructed through Grimes County, including the Gulf, Colorado, and Santa Fe (1883); Great Northern Railroad (1900); International- Great Northern (1903); and the T&BV Railway (1907) (**Figure 53**). The road system remained primitive until 1930, when some major roads began to be paved and construction of State Highway 90 began (Jackson 2019c).

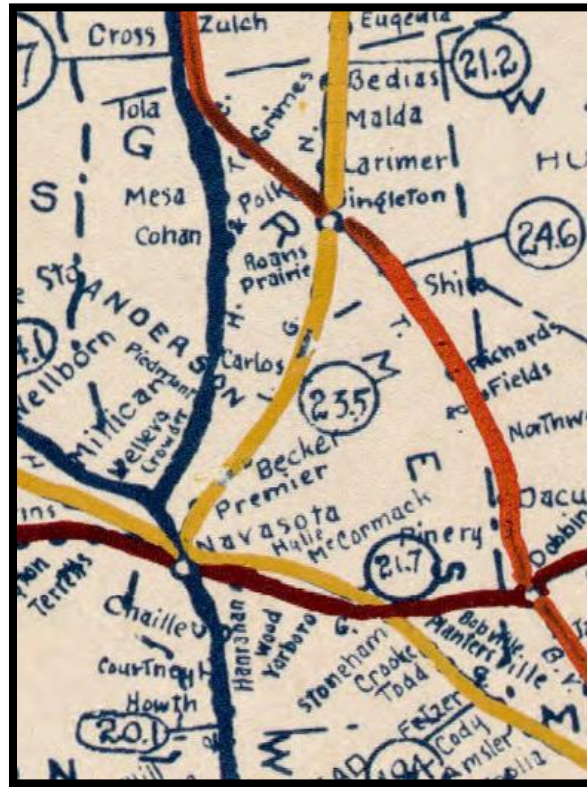


Figure 53: The 1926 Railroad Map of Texas depicting rail lines through Grimes County; H&TC (1859) [blue]; Gulf Colorado & Santa Fe (1883) [dark red]; Great Northern (1900) and International- Great Northern (1903) [yellow]; and the T&BV Railway (Library of Congress 2019d).

Grimes County continued to maintain a fairly stable economy through the early 1900s; however, the population decreased from its peak of 26,106 residents in 1900, to 21,205 residents in 1910 as a result of the mass emigration of blacks (Jackson 2019c). The following decade, the agricultural industry in the county experienced some prosperity, and immigration of Americans from the southeastern states, as well as immigrants from Mexico, Germany, and Poland, helped to offset some of the population loss. Despite this, the economic difficulties of the Great Depression hindered the county's development. Between 1920 and 1950, the county's population declined from 23,101 to 15,135 residents. Cotton production slowed to a stop between 1940 and 1970. Corn, peanuts, and other crops declined as well. Beekeeping has remained an important part of the agricultural economy. Livestock has become the most important agricultural pursuit in the county.

Ninety-three percent of the county's agricultural revenues come from livestock products, primarily beef and milk. Hog, sheep, and poultry raising declined during the twentieth century, but are still present in the county. Maintaining a primarily agricultural economy, the county did not begin to recover until the late twentieth century. Contributing to the recovery was a significant increase in the production of lumber and petroleum products during the 1980s. Another factor was the diversification of the local economy. While the Grimes County economy remains mainly agricultural-based and rural, there is a small manufacturing base and two large prison farms, one of the prisons also operate a stainless-steel

factory. Between 1980 and 1990, the county population increased from 13,580 to 18,828, and as of 2014 there were a recorded 27,172 residents in Grimes County (Jackson 2019c).

### **3.9.2 Grimes County Communities**

#### **3.9.1.1 Bedias (Grimes County Bethel Cemetery)**

Bedias is located at the intersection of SH 90 and FM 1696. Originally called Plasterville at the initial settlement in 1835 named for one of the first settlers in the area Thomas Phiny Plaster, the town was later renamed for the historic Bedai Indians (GCHC 1982). Sarah Bradley Dodson, wife of Archelaus B. Dodson, designed the first Lone Star Flag for the Texas Revolution that same year. The Dodsons settled along the northern boundary of Bedias in 1844 after reclaiming their headright (Jackson 2019d). After her death in 1848, Ms. Dodson was buried at Grimes County Bethel Cemetery northwest of Bedias. A plaque detailing her contribution sits above her headstone (Jackson 2019d; The Madisonville Meteor 2007; USGW 2019d).

Bethel Cemetery, established in 1848 on land initially donated by the Dodsons, is currently located on a private road west of FM 143 immediately south of the Madison County line. Although the cemetery is still in use, most of the 317 recorded interments date from the mid-1800s to the early 1900s, 23 of which were Confederate Veterans (Rootsweb 2019). Bethel Cemetery was designated as an HTC in 2005 (TASA 2019).

By 1885, the town had 300 residents, four gristmills, three churches, four private schools, a post office, and a Methodist Church in addition to the Baptist Church. The International- Great Northern Railroad reached Bedias in 1903. Four years later the town had two hotels and two banks, in addition to several businesses. The town suffered large fires in 1912, 1914, 1924, and 1927; the fire in 1927 destroyed the entire business district (GCHC 1982). Despite this, Bedias had 25 rated businesses in 1936. By 1967, that number had fallen to five, and the population had declined to 290 from its peak of 500 in 1936. The population has remained fairly steady since, with 301 residents in 2000, and 38 businesses the same year (Jackson 2019d).

#### **3.9.1.2 Pankey (Pankey-Shiloh Church and Cemetery)**

Pankey, originally located approximately three miles west of present day Bedias along FM 1696, was first established in 1835 with the arrival of James W. Pankey and Thomas Phiny Plaster, when Plaster cleared his land for a plantation settlement. Pankey was a thriving community until the 1903 arrival of the International- Great Northern Railroad in nearby Bedias. Although the “Panky” Church is indicated on the 1920 Iola Quadrangle Corps of Engineers, U. S. Army Progressive Military Map (**Figure 54**), the residents of the smaller communities such as Pankey slowly migrated towards the booming town of Bedias (GCHC 1982). By 1958, the General Highway Map of Grimes County referred to the Pankey Church and Cemetery as Shiloh (**Figure 55**). The only community facilities that remain of Pankey are the Pankey-Shiloh Church and Cemetery on FM 1696, east of CR 124. The Pankey-Shiloh Cemetery contains 486 interments, of which the earliest dates to February 9, 1877. The cemetery is still in use (Findagrave 2019).

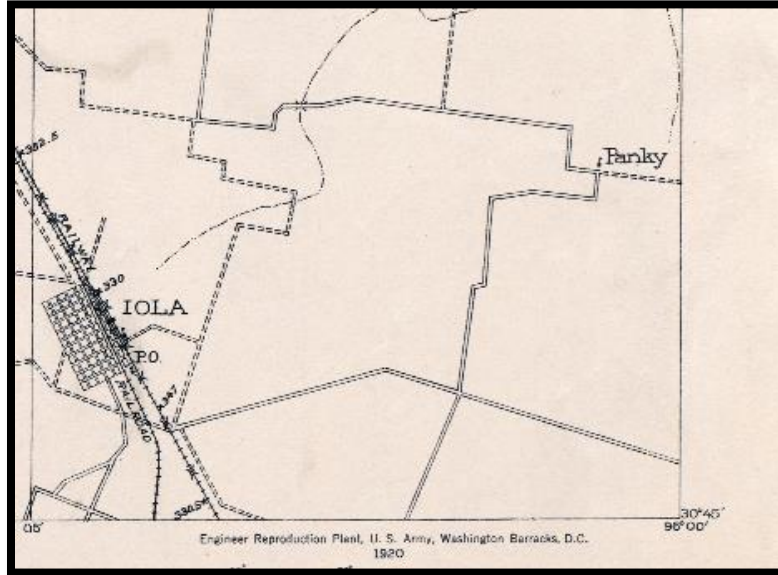


Figure 54: 1920 Iola quadrangle map illustrating the location of the Pankey church (Perry- Castañeda 2019b).

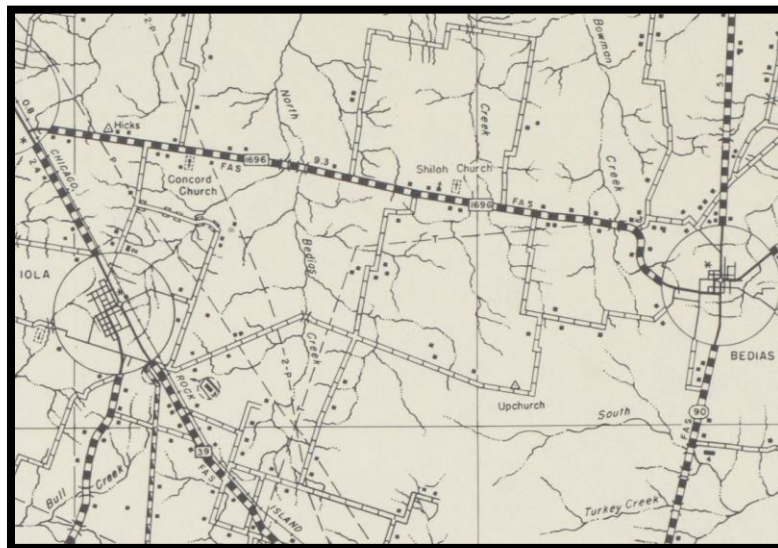


Figure 55: 1958 General Highway Map of Grimes County illustrating the Shiloh-Pankey Church and Cemetery (Texas GLO 2019k).

### 3.9.1.3 Singleton (Singleton Cemetery; Union Hill Cemetery)

Singleton is located on State Highway 90, U.S. Highway 39, and the Burlington-Rock Island Line. Although settled in the 1830s by the slaveholding Dreher family from Louisiana (GCHC 1982), Singleton did not become an official community until 1900. At this time several farming families moved to the area to be near the newly constructed line of the International-Great Northern Railroad and the establishment of the post office in 1902. The town itself was named after railroad surveyor E. P. Singleton. The T&BV Railway was constructed through Singleton in 1907, severing the small community

of Union Hill from Singleton, which included the newly organized Baptist congregation meetinghouse, the original home and cotton gin of the Dreher family, and the Union Hill Cemetery (GCHC 1982; Jackson 2019e).

The Union Hill Cemetery is located in a rural area within a transmission line corridor approximately 3 miles north of Singleton. The 62 interments, the earliest dating to 1859 (Fannie Mary Ray [1842-1859]), are primarily from the mid- to late 1800s to the 1920s, although it does not appear on the 1961 Singleton quadrangle USGS Topographic map.

The new Singleton schoolhouse was built in 1913, and the first interment at Singleton Cemetery was in 1916 (C. Reist [1855-1916]). Singleton Cemetery has 59 known interments that include three members of the Dreher founding family. The Pure Oil Company and Sinclair Oil opened pumping stations north of town in the 1920s, but were only operational through the 1950s. In the 1920s, Singleton had four stores, two boardinghouses, and a large railroad freight platform (**Figure 56**). The population in 1915 was 100 and increased to 150 by 1936. As the nearby communities of Shiro and Anderson grew, train service to Singleton slowed, and by 1949, the population had dropped dramatically to only 20 residents. The post office closed in 1977 and the population has remained low since then. By the year 2000, the town had forty-four residents (GCHC 1982; Jackson 2019e).

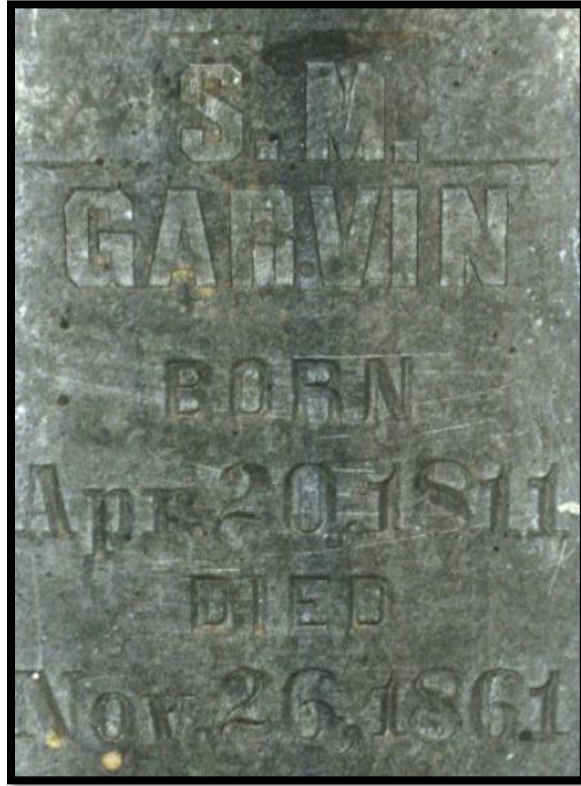


**Figure 56: Singleton's rail freight platform ca. 1920s (GCHC 1982).**

#### 3.9.1.4 Roans Prairie (Ratliff Cemetery; Old Oakland Cemetery)

Roans Prairie is located at the intersection of SH 30 and SH 90 in central Grimes County. The area was initially settled in the early 1830s within the Stephen F. Austin colonists' headrights of Joshua Hadley, John Harris, and Anthony Kennard (**Figure 57**). The settlement was referred to as "Hadley Prairie," "Ratliff Hill," and "Hadley Hill," as Joshua Hadley and his wife Obedience built a large house and hilltop fortification due to numerous Indian raids (GCHC 1982; Jackson 2019f). On June 2, 1837, Mary Taylor and her two-year-old daughter were killed by Indians as they fled from the Hadley house. A marker for





**Figure 58: Headstone of the first interment at the Old Oakland Cemetery, Confederate Veteran Sanford Monroe Garwin (Findagrave 2019).**

The population of Roans Prairie increased after the construction of the International- Great Northern Railroad in 1903, which included a spur running off of the main track north of town to a rock quarry. The material excavated from the rock quarry containing sand, gravel, and rock that was used in the construction of the Galveston Seawall (GCHC 1982; Jackson 2019f). The following year, the town built a two-story schoolhouse. Roans Prairie was home to 250 people in 1915. This number fell to 100 by 1936, rose to 150 by 1944, and declined to 56 by 1969, where it remained through 2000 (Jackson 2019f).

#### 3.9.1.5 Apolonia (Mason Cemetery; Pine Grove Baptist Cemetery)

Apolonia is located along Farm Road 2819. Settlement began in the area in the early 1830s, eventually becoming a lumbering center by 1835. The Pine Grove Baptist Church and Cemetery were established in the early 1840s on land deeded by Mr. and Mrs. J. L. Mansfield, southeast of town (GCHC 1982). After the Civil War, Yarborough's Chapel, a black Methodist Church, was established on land deeded by M. Yarborough (GCHC 1982), and may be associated with the nearby Mason Cemetery. The 1880s and 1890s saw an influx of Polish immigrants, who named the local post office after Saint Appolonia in 1889. The post office was short-lived, being discontinued in 1907. Most families in the community of Apolonia raised their own cattle, hogs, and chickens. In 1900, the town had three general stores and two sawmills, but by 1920 only two businesses remained in the town, and by 1948 there was only one. The population has remained small; in 1910 the town was home to 30 residents, and in 1948 there was only an estimated 25. No census records of the town were recorded after 1948 (Jackson 2019g). The town is now a small community considered part of Anderson, approximately 4.4 miles west.

Mason Cemetery is located 1.6 miles northwest of Apolonia (**Figure 59**). Mason Cemetery, a black cemetery consisting of 91 interments, dates to the burial of Adam Mason (birthdate unknown – August 19, 1897). It was another 22 years before the cemetery records show a second interment, Josephine Mason (March 5, 1892 – November 19, 1919). Although the most recent burial is that of Louise D. Hill (January 20, 1949 – March 1, 2012), the cemetery appears to still be in use.

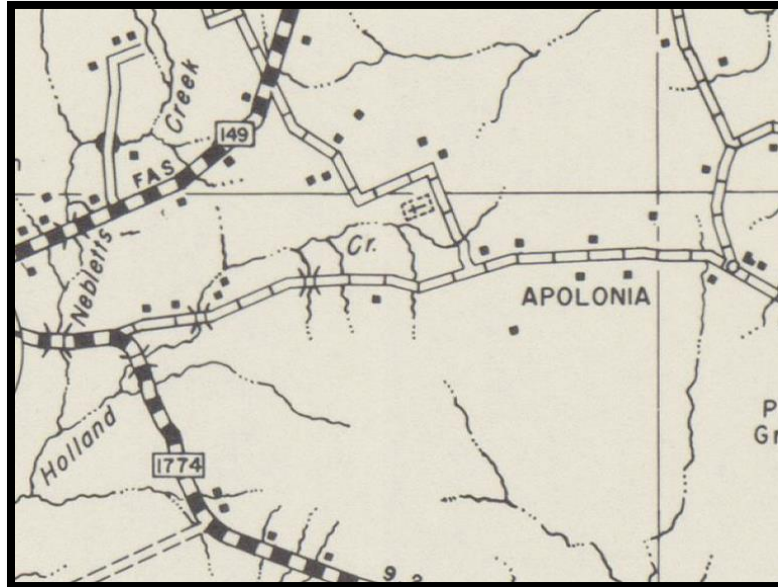


Figure 59: 1940 General Highway Map of Grimes County depicting the community of Apolonia and the nearby Mason Cemetery (Texas GLO 2019).

#### 3.9.1.6 Stoneham (Stonehamville Cemetery)

Stoneham is located on a dirt road a mile south of State Park Road 234. The area was first settled during the 1830s, and a Methodist meetinghouse, which doubled as a schoolhouse, was constructed in the 1840s. After the Civil War, a Baptist church was built in town. The Central and Montgomery Railway proposed a line through the area in 1879, which prompted local families to relocate there. John H. Stoneham, whom the community is named after, deeded the ROW to the railroad and opened a general store near the line. He also served as the first postmaster beginning in 1890, and the town became a shipping center for agricultural products.

In 1901, the Smith Land and Improvement Company surveyed the town and sold lots. In 1909, a Catholic Church was established, and the black Stonehamville Methodist Episcopal Church and Cemetery followed in 1910. The Stoneham Common School District maintained three white and three black schools during the early twentieth century. The International-Great Northern Railroad built a spur to the local cotton gin in 1918. A fire destroyed the Stoneham business district in 1932; most of which was not rebuilt because of the Great Depression. In 1936, the town had eight businesses and a population of 200. The population declined after World War II; it was 100 in 1949 and has held steady at 12 residents since 1970 (Jackson 2019h).



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The Stonehamville Church Cemetery, also known as the Simmons Chapel Cemetery, was established in 1910 with the first interment of Sir Ellis Hubbard (birth date unknown – February 1910). The black cemetery containing 256 burials does not appear on the 1957 Texas Highway Map (**Figure 60**), although it is indicated on the 1961 Stoneham quadrangle USGS topographic map (**Figure 61**). The Stonehamville Church Cemetery has been in continued use, with the most recent burial of Arlieia May McDowell occurring in 2015 (April 18 1952-June 20, 2015) (Findagrave 2019).

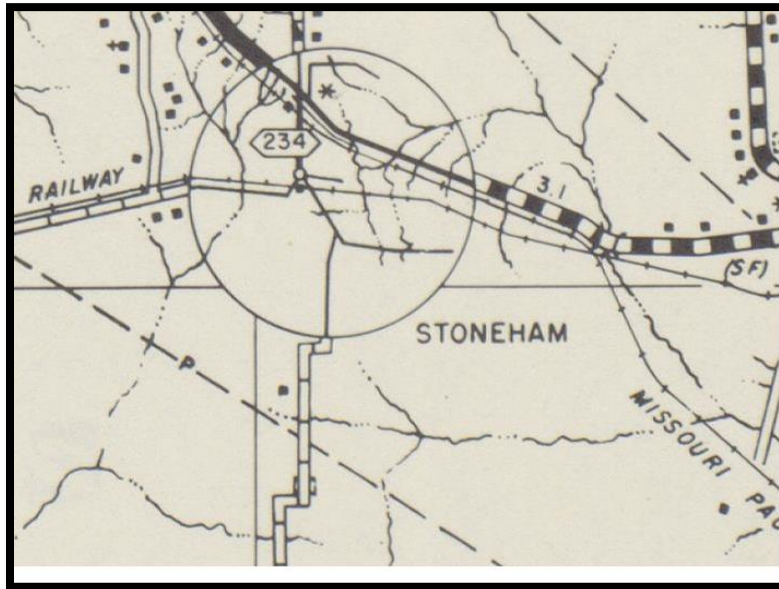


Figure 60: 1958 General Highway Map of Grimes County illustrating the community of Stoneham with no indication of the Stonehamville Church and Simmons Chapel Cemetery established in 1910 (Texas GLO 2019k).

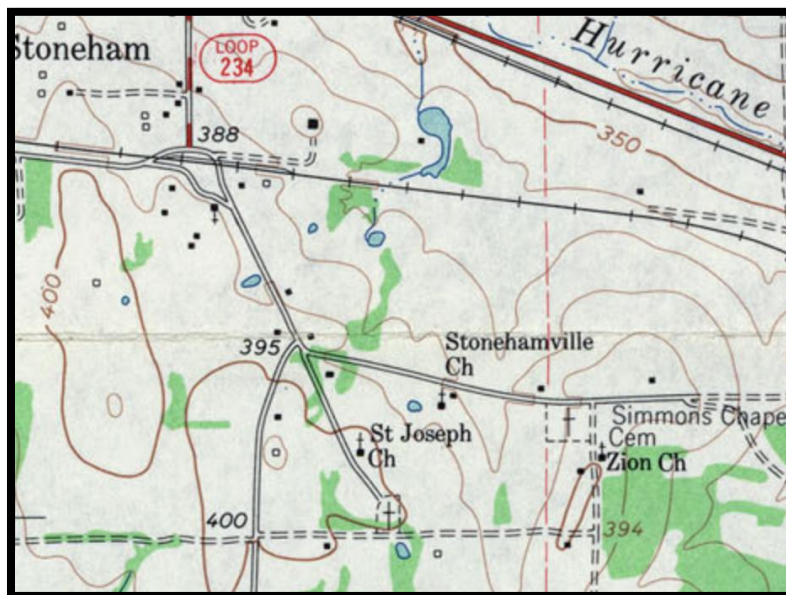


Figure 61: 1961 USGS Stoneham, Texas 7.5 minute topographic quadrangle map illustrating the location of the Simmons Chapel Cemetery (Perry Castañeda 2019c).

### 3.10 Waller County

Communities near the Build Alternatives in Waller County are the towns of Fetzter, Hegar, and Waller (Figure 62). A brief discussion of the county and each community is provided below.

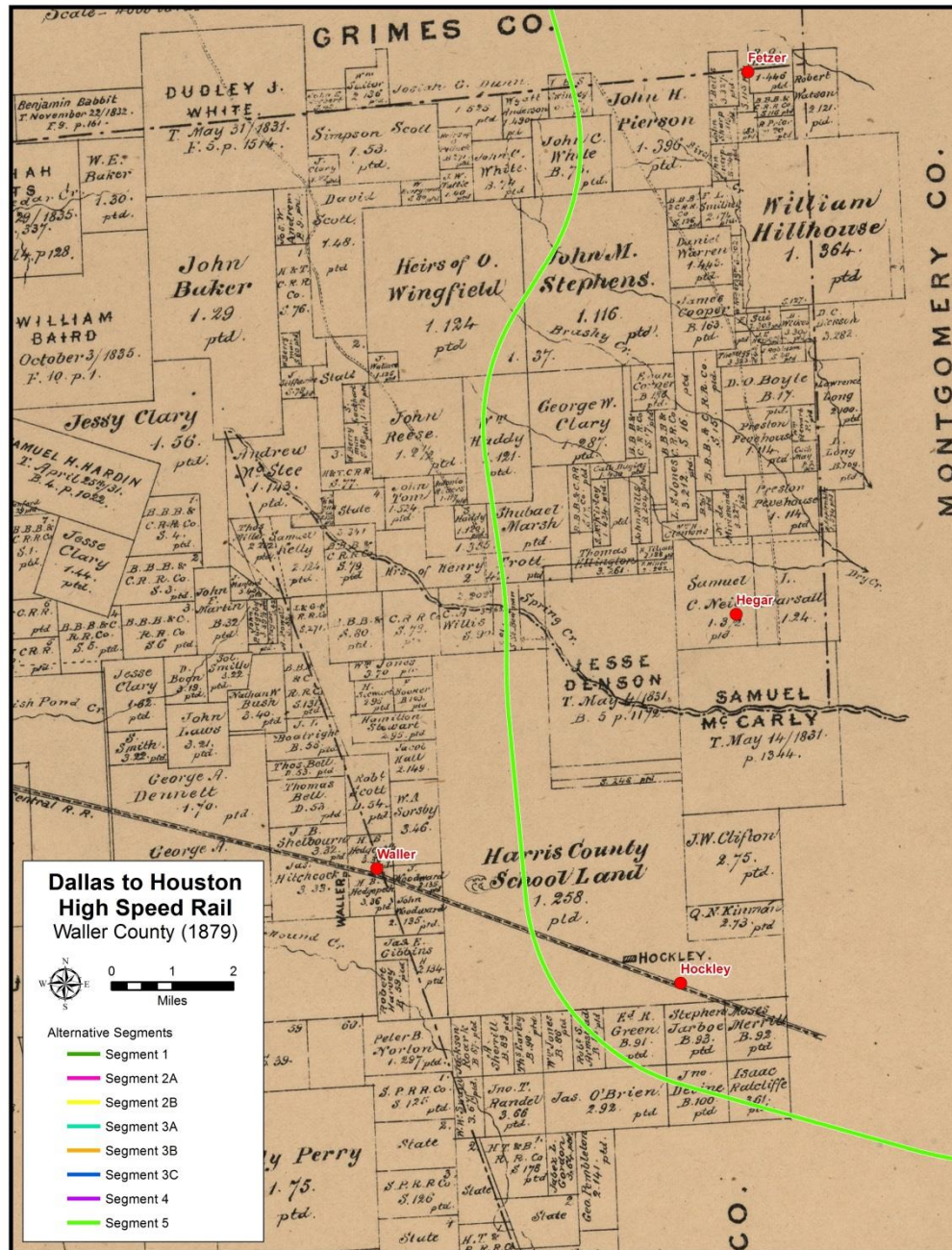


Figure 62: 1879 Texas General Land Office map of Waller County (Library of Congress 2019n).

### ***3.10.1 Development of Waller County***

What is now known as Waller County was originally part of the Municipality of Washington under the Mexican government (Christian and Leffler 2019). The area was originally settled in the early 1820s under Stephen F. Austin's colony. One of the first settlers was Jared Ellison Groce, who came to Waller County from Georgia via Alabama around 1822 (Fehrenbach 2000). Groce established the Bernardo Plantation along the Brazos River, approximately four miles south of Hempstead. Aided by approximately 90 slaves, Groce soon established himself as a prominent plantation owner in the region (Bertleth 1917). Because he brought slaves with him, Groce was able to acquire ten leagues of land (Fehrenbach 2000). Not only did he own four leagues in present-day Waller County, but he also had at least two leagues in Austin County, one in Grimes County, and several in Brazoria County as well. Jared Groce is noted as the one of the first cotton planters in Texas, cultivating and harvesting his first crop in 1822. Within three years, not only was he shipping portions of his harvest to New Orleans for distribution, but also owned one of the first cotton gins in Texas (Bertleth 1917).

By 1836, the boundaries of the Municipality of Washington had shifted and the area that included modern day Waller county was part of the Municipality of San Felipe, was similar to those of present-day Austin County (Jackson 2019i). The original boundaries of Austin County, which included part of modern-day Waller County, were established after the county was organized following the Texas Revolution and subsequent founding of the Republic of Texas in 1836 (Jackson 2019i).

Once Texas joined the Union, the project area was part of Austin County and the newly formed Grimes County. The area along the Brazos River, in what is now eastern Waller County flourished with the cotton industry. When Texas became a state in 1845, there were 200 white citizens living along the eastern bank of the Brazos River with more than 1,000 slaves. Planters relied primarily on steamboats to ship their harvested crops due to the poor road system in the region. The coming of the railroad in 1858 changed the region's transportation dynamics dramatically (Christian and Leffler 2019).

The construction of the H&TC Railroad in 1858 had multiple effects on the economy and growth of the area. Hempstead, the current county seat, was established in 1856 at the terminus of the H&TC Railroad just prior to its completion, and incorporated in November 1858. The town became a major hub for transportation and trade in the subsequent years. This continued to increase with the construction of the Washington County Railroad in 1861, which connected Hempstead to the town of Brenham, just to the west in Washington County (Christian and Leffler 2019). Hempstead quickly became the major population center in future Waller County.

When Civil War arrived in the area, Hempstead continued to be a hub for war supplies and manufacturing. A prisoner of war camp was located approximately two miles east of town on Liendo Plantation, owned by Colonel Leonard W. Groce. By 1864, there were over 500 Union soldiers imprisoned at Camp Groce (Clampitt 2019). In 1865, the Union army arrived in Hempstead, emancipating the local slave population. Over 4,000 Union soldiers were stationed at Hempstead in the fall of 1865 that followed under the command of General George Custer. Federal troops continued to stay in the vicinity the following year when a Freedman's Bureau was established in Hempstead.

Racial tension was extremely high with the collapsed economy after the war; a result of the tension was a riot in town in 1868 (Christian and Leffler 2019).

The boundaries of modern day Waller County were established in 1873, after two decades of attempts. Local residents first tried to form their own county and split from Austin in 1853, but nothing came of the effort. The effort was renewed six years later in 1859, but a counter petition against the creation of a new county was presented at the same time. The petition in support of the effort called for a new county to be formed from part of Austin County that lay on the east side of the Brazos River, southern Grimes County, and the north-west section of Harris County. The arguments against the effort included the loss of the county seat of one of the above-mentioned counties, an increase in taxes, and the need for additional judicial districts. The opposition presented a strong case, and a new county was not formed.

A third effort was made several years after the end of the Civil War, in 1869, but again was unsuccessful. In late 1872 the effort was revived. Once again, the petition was met with resistance, but this time the endeavor was successful. The “Act to Create the County of Waller” was passed on April 28, 1873 (The Waller County Historical Survey Committee [WCHSC] 1973). The new county was named after Edwin Waller, who was a co-signer of the Texas Declaration of Independence, as well as the first mayor of Austin and the nephew of early settler, Jared Groce (Bertleth 1917; WCHSC 1973). The final county boundary included Austin County (east of the Brazos River), southern Grimes County, and a portion of northwestern Harris County. The town of Hempstead, an existing community, became the county seat (Christian and Leffler 2019).

During the next decade, Waller County flourished with the arrival of additional railroads. The town of Pattison, situated in the southern part of the county was connected to the Texas Western Narrow Gauge Railroad in 1878, although it ceased operation by 1899. By 1880, there were 9,024 residents recorded in the county with almost two-thirds of the population composed of African Americans. There were 600 farms recorded that year, with over 100,000 acres of land associated with them. Ten thousand of these were devoted solely to cotton. In 1893, the Missouri, Kansas, and Texas Railroad was constructed, linking Houston to the town of Brookshire just to its west (Christian and Leffler 2019).

The late nineteenth century also witnessed the influx of immigrants, most likely due to the improved transportation systems. Initially, these immigrants hailed from Central and Eastern Europe, Ireland, Italy, and Germany. By the early twentieth century, immigrants were mainly from the Czech Republic, Slovakia, Germany, and Poland. At the turn of the century, Waller County had a population of 14,246, half of which were African American. The number of farms increased from 600, recorded in 1880, to approximately 2,000 in 1900. Additionally, the number of acres devoted to cotton increased from 10,000 to 24,000. Corn and cattle had 18,300 and 16,000 acres devoted to them, respectively (Christian and Leffler 2019).

In the early twentieth century, the cotton industry grew with 30,000 acres under cultivation by 1910. This number dipped to 23,000 in 1920, rose to 34,000 in 1924, but then plummeted to 14,000 by 1940. The drop off in cotton was supplemented by the increase of truck farming and food crops, but this did

not last long. In 1930, 58,000 acres were devoted to crops; this decreased slightly to 47,000 in 1940. The county population declined along with the cotton industry in the early 1900s. In 1910, the number of residents had fallen to 12,138 and even further to 10,292 by 1920. The population remained stable over the next decade, only dropping to 10,014 in 1930. This decline continued after World War II (Christian and Leffler 2019).

The start of the oil industry in the county coincided with the decline in cotton farming. Oil was initially discovered in Waller County in 1934, and in four years, 80,000 barrels of oil were produced. By 1948, that number skyrocketed to 591,000 barrels of oil. The oil industry has continued to be a cornerstone of the economy in Waller County since its discovery, with over 1.5 million barrels of oil produced in 2004 alone (Christian and Leffler 2019).

By the 1960s, the population of Waller County began to slowly rise since its decline in the early part of the century. According to the 1960 census, there were 12,071 residents in Waller County, up approximately 2,000 since 1930. Due to its proximity to the Houston metropolitan area, Waller County became a popular location for commuters who worked in the city but wanted to forgo living there (Christian and Leffler 2019). In 1980, the county was home to 23,650 residents, almost double the population of twenty years before (Greenwade 1984). There were ten manufacturing firms in the county, in addition to the oil and gas industry, service industry, and construction (Christian and Leffler 2019).

Agriculture continued to play an important role in Waller County at the end of the twentieth century. In 1982, over three-fourths of the county was devoted to farms and ranches. A majority was cultivated farmland or was irrigated. At this time, rice became one of the leading crops, supplanting cotton, which declined to point where the last cotton gin closed in 1976 (Christian and Leffler 2019; WCHSC 1973). Soybeans, corn, and hay were the primary crops, but watermelon, peaches, peanuts, and pecans were grown as well. Cattle were the main focus of animal husbandry in the county with both beef and dairy cows raised, but pigs and poultry were also raised (Christian and Leffler 2019; WCHSC 1973). Records indicate 53 percent of the county's income in 1982 was from livestock. In addition to agriculture, the timber industry began to make an appearance in the late twentieth century (Christian and Leffler 2019).

After the turn of the century, in 2002, almost 1,500 farms and ranches in Waller County covered over 275,000 acres. The agricultural lands were divided equally between pasture and croplands. Timber also continued to be profitable, with roughly 275,000 cubic ft of pine harvested that year, and 5,000 cubic ft of hardwoods harvested as well. The success of Waller County has continued to the present day. As of 2014, over 46,000 residents were living in the county (Christian and Leffler 2019).

### ***3.10.2 Waller County Communities***

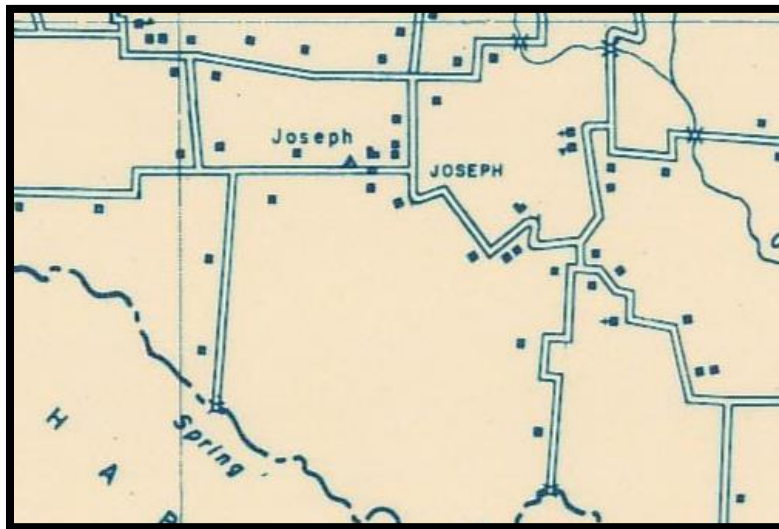
#### ***3.10.2.1 Fetzer***

The community of Fetzer is located at the intersections of Riley Road and FM 1774 in the northeast corner of the county. Available information indicates that it originated as a switching yard for the former International-Great Northern Railroad on a one-mile tract of land donated to the railroad by a woman

named Laura Fetzer in 1913. Like other small towns that emerged along the railroads, the early inhabitants of Fetzer consisted of ranchers, farmers, and those in the timber industry. In 1914, approximately 150 individuals lived in the community, most of which were likely involved in the timber industry as the population quickly declined as sawmills in the area began to close. By the 1930s, there were approximately 25 residents. By 1990, the population had declined so severely that there was no associated population taken during that census (Lucko 2019a).

### 3.10.2.2 Joseph

Joseph, a community no longer extant, was established around 1900, south of Highway 1488 in northeast Waller County (**Figure 63**). Named for early resident Joseph Hard, the town received a general store and post office in 1905, followed by a cotton gin, a church, a gristmill, a blacksmith shop, a tanyard, a shoe repair shop, and a barbershop. By 1930, the farming population declined and all of the businesses and post office closed. The general store remained open until 1936. The town's population was fewer than 25 in 1947 (Lucko 2019b).



**Figure 63: Location of the no longer extant community of Joseph on the 1939 General Highway Map of Waller County (Texas GLO 2019m).**

### 3.10.2.3 Hegar

The community of Hegar is in eastern Waller County near the intersections of Magnolia Road, Kresdom Road, and Hegar Road. The settlement is named after the Hegar family, who arrived in 1846 from Germany and settled in the portion of Harris County that eventually became part of Waller County. Oscar Hegar, second generation, owned the general store that housed the town post office. The store opened in 1899, with the post office opening soon thereafter, operating until 1925. A school was also located north of the community. Hegar declined over the years, with approximately 20 residents by the 1930s (Lucko 2019b; WCHSC 1973).

3.10.2.4 Waller

Waller is located on the Waller-Harris county line, approximately 34 miles northwest of the US 290 intersection with IH 610. The town was platted in 1884 along the H&TC Railroad and named for Edwin Waller, a signer of the Texas Declaration of Independence. By 1897, Waller had a population of 500. Local agricultural products at the turn of the twentieth century included cotton, corn, fruits, and berries. Many buildings in Waller were damaged by a storm in 1900, but Waller recovered and continued to grow through the early twentieth century. Local farmers formed a co-op in the 1920s and a cotton gin operated until the 1950s. Waller incorporated in 1947. By 1950, the population was 712, and in 2000 it was 2,092. Although still agricultural, Waller has become a commuter town for people working in the Houston area (Spencer 2019).

### 3.11 Harris County

Although Houston was the primary focus of development in Harris County, numerous early communities were found along the project corridor, largely following the H&TC Railroad tracks, include Hockley, Cypress, Satsuma, Jersey Village, Fairbanks, Spring Branch, and Eureka Mills (Figure 69). The county and each of these communities are discussed below.

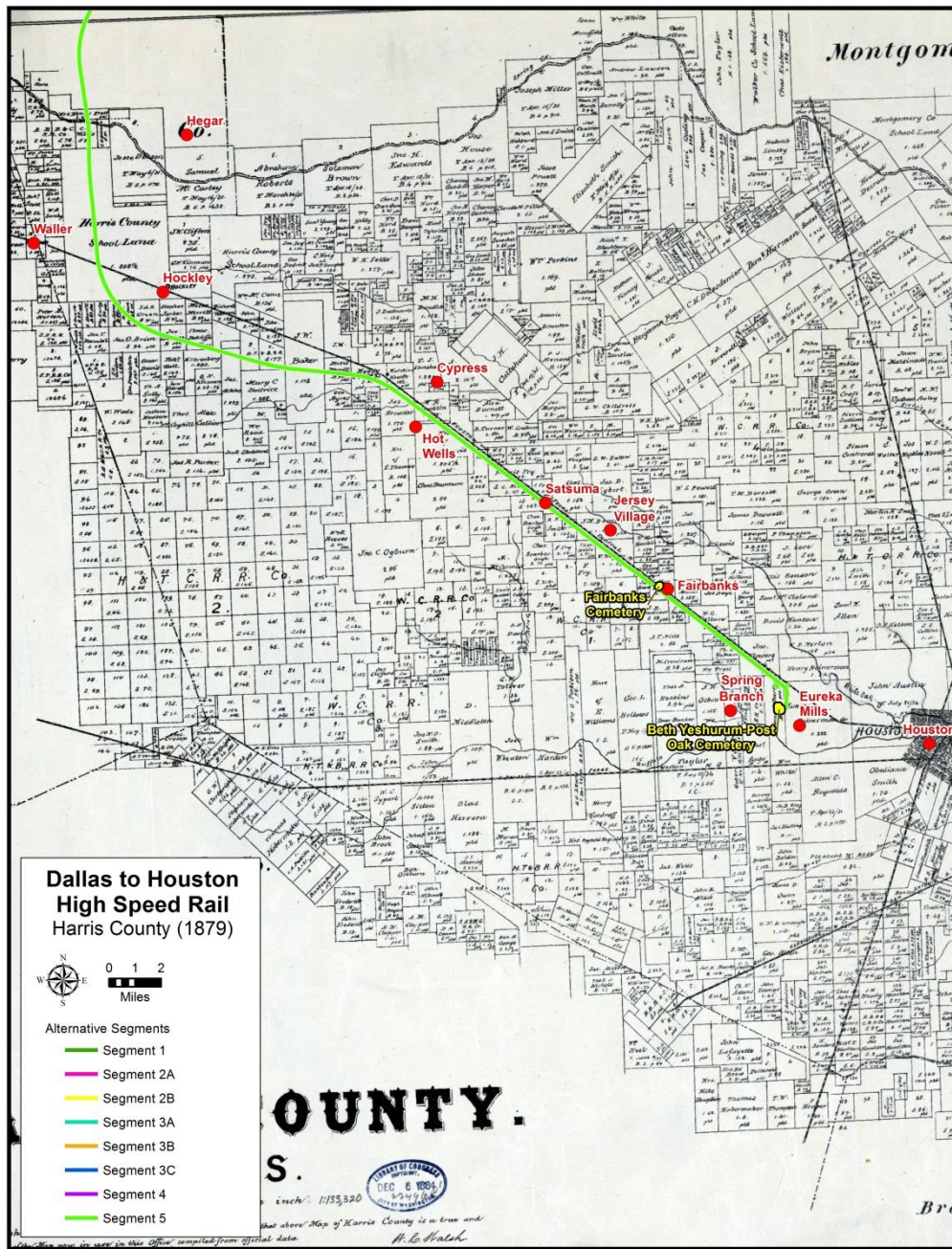


Figure 64: 1879 Texas General Land Office map of Harris County (Library of Congress 2019).



### **3.11.1 Development of Harris County**

The earliest European American settlers in the Harris County area came as colonists under the empresario contract granted to Moses Austin by Spain and renewed by the Mexican government with his son Stephen F. Austin in 1821, when Mexico won its independence. Although the semi-nomadic Akokisa (aka Orcoquisac) Indians had occupied this area prior to Anglo-American settlement, they had left the area by the 1820s (Stromberg nd). The earliest settlers arrived by boat from Louisiana in 1822. Although Harris County was not initially part of Austin's colony, in 1824 the Mexican government gave Austin permission to issue titles to residents already settled along the Buffalo Bayou, the San Jacinto River, and Cedar Bayou. Austin issued contracts to twenty-five families in 1824 and to another twenty-two families between 1828 and 1832 (Houghton et al 1991). By 1836, most immigrants to Texas were from the southern United States (McComb 1989).

The first town in modern-day Harris County was platted by John R. Harris in 1826 on his league at the confluence of the Buffalo and Brays Bayous. He named the town Harrisburg, after himself. The town was platted on a grid of wide streets and oriented along the bayou (Houghton et. al 1991). Harrisburg was a port for immigrants as early as 1833 (McComb 2019). During the war for independence from Mexico in 1836, Harrisburg was briefly the capitol of the Republic, but was burned by Santa Anna's army and the residents barely escaped (Houghton et al 1991).

In 1832, land speculators Augustus C. Allen and John K. Allen came to Texas from New York. After Texas won its independence from Mexico in 1836, they attempted to purchase the ruined remains of Harrisburg, but could not, due to existing litigation. Instead they purchased property eight miles upstream of Harrisburg on Buffalo Bayou and named the townsite Houston after their friend Sam Houston (McComb 1981). The Allens ran ads in the Telegraph and Texas Register, advertising Houston as a mixture of timber and grassland in the Coastal Plain and a "great interior commercial emporium of Texas" where ships could sail right up Buffalo Bayou to reach the inland port (McComb 2019).

Harrisburg County was formed by the First Congress of the New Republic of Texas in 1836; the name was changed to Harris County in 1839. Houston was named the capital of the Republic and the county seat (Houghton et. al 1991). When the first steamboat reached Houston in January 1837, the townsite was almost invisible from the bayou, which was choked with branches, and still relatively undeveloped, with twelve residents in various tents and one log cabin (McComb 2019). In the next couple of years, the townsite developed with lumber frame houses, ditches for drains, and pigs to clean streets. Houston remained the capital of the Republic of Texas until 1839, when the capital moved to Austin. The capital was relocated to Houston again from 1841 to 1842 when it was moved to Washington-on-the-Brazos (Houghton et. al 1991). Yellow fever epidemics hit Houston nine times between 1839 and 1867 (McComb 2019).

In the 1840s, more immigrants from the United States and Europe came to Texas. As in the previous decades of immigration, many of those that settled in the Harris County area were from the southern United States. Slavery was illegal under Spanish and Mexican rule, but legal in the Republic of Texas, making it attractive to southern, slaveholding cotton farmers (Houghton et. al 1991). European

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immigrants came from mostly Germany. The earliest German immigration began in the 1830s during a period of social, political and economic upheaval. The earliest immigrants encouraged German family and friends to come to Texas and the Galveston and Texas Land Company also advertised in Germany to encourage immigration (Stromberg nd). German artisans and merchants stayed in the vicinity of Houston, while farmers moved north to established rural communities (Houghton et. al 1991). Other European groups immigrating to Texas in the 1840s included Irish, English, and French (Houghton et al 1991).

In 1839, the Buffalo Bayou Company was formed and worked to keep the bayou clear to improve steamship travel (McComb 1981). In 1869, companies including the Buffalo Bayou Ship Channel Company were developed to dredge and improve the Buffalo Bayou channel from Houston to the Gulf of Mexico (McComb 1981). By 1876, there was a 12-foot deep waterway to Clinton (a port below Houston). The U.S. Government took over efforts to improve Buffalo Bayou in 1881, transferring the Houston Ship Channel to U.S. Government ownership in 1892 (McComb 1981).

Although slavery was a common practice prior to end of the Civil War, Harris County did not have as high a population of slaves as neighboring counties, likely because of the number of European immigrants (Houghton et al 1991). Although, the cotton industry was fueled by slave labor and there were antebellum plantations in Harris County, the land in Harris County was better suited for livestock. While growing cotton subsided, cotton merchants, compresses, and mills remained a successful and important part of the local economy. In the mid-nineteenth century, cattle ranching and dairy farming increasingly became more common agricultural practices in the county, with rice farming starting in the 1890s (Houghton et. al 1991).

In the 1830s, roads from the port at Harrisburg went east to Anahuac, Liberty, and Nacogdoches; northwest to Spring Creek, and east along Brays Bayou to Oyster Creek. Roads in Harris County saw little improvement in the mid-nineteenth century, though Houston was a major cotton market and shipping center (McComb 1981). Roads were mostly unimproved trails and paths, with routes marked by notched trees and travelled by persons on horseback, mules, and wagons frequently pulled by teams of oxen. Enough rain could make roads muddy and creeks swollen, making them impassable until the weather improved (McComb 1981). In the 1840s, a company formed to pave the road to Washington-on-the-Brazos with planks. The project never moved forward, and railroads were the preferred transportation for shipping and personal transportation as they were faster and cheaper. As a result, efforts to improve road transportation were limited and unsuccessful in the nineteenth century (McComb 1981).

The first railroad company in Harris County, the Harrisburg Railroad and Trading Company, was chartered in 1841. By 1861, Houston was home to five rail-lines, although none extended more than 100 miles (Houghton et. al 1991). One of the early rail lines in Harris County was the H&TC, which extended from Houston up along the current route of the Southern Pacific Railroad and Hempstead Road. The H&TC was originally chartered as the Galveston and Red River Railway in 1848, but the company did not become active until 1852. Construction began in 1853 in Houston and the rails were laid from Houston to Cypress City by July 1856. The Company was renamed the H&TC Railway Company in 1856. The line reached Hempstead in 1858 and extended to Millican, Texas in Brazos County by 1861. After the Civil

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War, the line was extended all the way to Dallas and Dennison. By the 1880s, Houston was a major rail hub, with the railroad track miles in Texas increasing from 1,650 in 1875 to 8,486 in 1890 (McComb 1981) (Figure 65).



Figure 65: 1926 Railroad Map of Texas showing Houston as a major railroad hub in both Harris County and the State of Texas (Library of Congress 2019d).

At the beginning of 1900, the population of Houston had reached 44,654 and it was the 75th largest city in the nation. It was also the largest railroad center south of St. Louis, the second largest manufacturing center in Texas, and the second largest banking center in the South (Chapman 2007). At the same time, the rural portion of the county continued to depend on agriculture. By the end of World War I, rice production became a major agricultural industry in Harris County (Houghton et. al 1991).

Due to its proximity to the Gulf of Mexico and its geography (particularly the low-lying, swampy nature of the area), Houston had to contend with yellow fever, floods, and hurricanes. However, because Houston was located inland, it suffered less damage from these disasters than nearby Galveston, located on a barrier island to the east. After the 1900 storm crippled the population of Galveston, Houston continued to grow and surpassed Galveston both in terms of population and economic success. By 1910, the population in Houston was 78,000 -- twice that of Galveston, and Harris County had a total population of 115,693 (Houghton et. al 1991). The Houston Ship Channel officially opened on November 10, 1914, making Houston a deep-water port (McComb 1981). The opening of the channel was a contributing factor to Houston's early twentieth century economic success.

The popularity of the automobile in the early twentieth century led to the first real efforts to improve highways for long-distance travel. The Texas Highway Department was formed in 1917 and the construction of all-weather highways began in the 1920s (McComb 2019). Trucking lines started in Houston in 1919 and there were twenty-two trucking companies by 1920 (McComb 1981). Explosive growth took place during this period. Houston expanded to absorb Harrisburg by 1926, and by 1930,

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Houston was the largest city in Texas with a population of almost 300,000. The city had doubled in area, expanding to sixty-eight square miles (Chapman 2007).

When the United States entered World War II, the existing infrastructure and access to oil products made Harris County an ideal location for new petrochemical and manufacturing companies to produce materials for the U.S. Government. The petrochemical and manufacturing industries continued to grow after the war. The population of Houston more than doubled in the 1940s, considered the fastest growing city in the U.S. by 1948 (McComb 1989). Houston refineries were producing more than half of the oil in the United States and there was more wealth within a 200 mile radius of Houston than in any equal-sized area in the world. The activity and economic success of the Port of Houston was surpassed only by the Port of New York.

As Houston grew, the housing market boomed. Beginning after World War II, single-family developments began to spread out from Houston (**Figure 66**). The first mall in Houston opened in 1956 (McComb 1989), and multi-family developments were spreading out into the greater Harris County area in the 1960s. By 1970, Houston was the sixth largest city in the U.S. (Chapman 2007). During this period of rapid growth, the people of Houston and their elected officials were reluctant to restrict development, “repeatedly rejected the idea of zoning to challenge growth, with the result that Houston became the largest unzoned city in the United States” (McComb 1989). With no natural boundaries to restrict growth, and unprecedented highway and suburban development, Houston continued to grow.



**Figure 66: Oak Forest, the largest single-family development in the U.S. after WWII (Chapman 2007).**

After the war, the Texas Highway Department doubled the miles of state highways. The first superhighway in Harris County, the Gulf Freeway, opened in 1952, and the federal interstate highway system was created in 1956 (McComb 1989). With an increase in automobile traffic, trolley services ended in the 1940s and 50s and private passenger train service ended in Texas in 1974 (McComb 1989). The population of Texas doubled between 1950 and 1980, from 7 million to 14 million, and reached 17

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million by 1987. Most of the population growth was centered on urban areas and by 1987, just a little over one percent of the population in Texas were farmers and ranchers. With one million new residents, Houston became the fifth largest city in the U.S. (McComb 1989). Residential, commercial, and industrial development began to spread out from Houston along the highways as the automobile became the primary means of transportation. Until the middle of the twentieth century, most of the early rural communities and railroad towns of northwest Harris County “remained stable and unspoiled for decades.” However, communities were engulfed by sprawl in the mid to late twentieth century (Stromberg nd).

The 1918 USGS topographic map shows a road identified as the “Houston and Hempstead Road” parallel to the route of the H&TC (**Figure 67**). The highway, still extant, is Hempstead Road, and is part of the route of US 290 in Harris County. The current route of US 290 was constructed in the 1970s and 1980s, following the entire route of Hempstead Road. Although the communities along the Project first developed near the railroad, in mid-to late twentieth century, development largely occurred along Hempstead Road and US 290 (**Figure 68**).

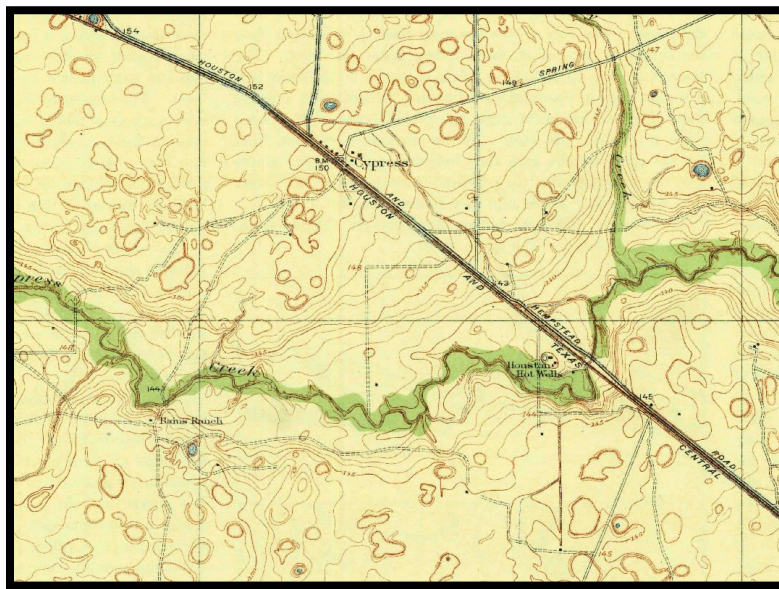


Figure 67: 1918 USGS 1:24,000 Cypress topographic map, showing location of the Houston and Hempstead Road (Perry-Castañeda 2019d).

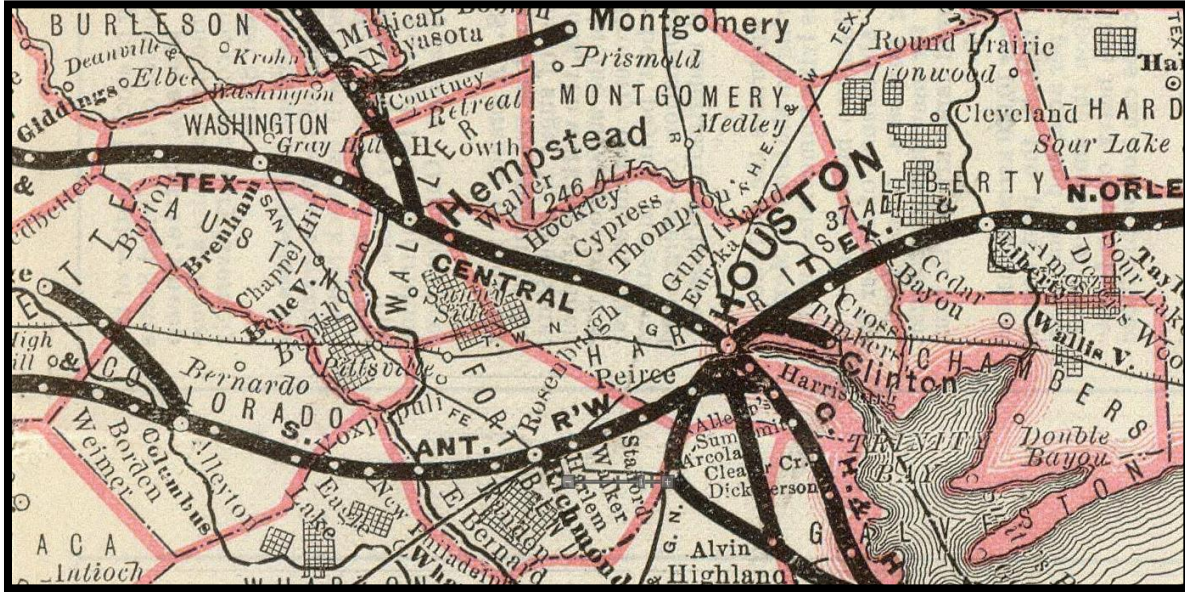


Figure 68: 1885 map of the H&TC Railroad, showing communities of Hockley, Cypress Thompson's (Satsuma), Gum Island (Fairbanks), and Eureka (Rumsey 2019).

### 3.11.2 Harris County Communities

#### 3.11.2.1 Hockley

The Hockley area was one of the earliest to be settled when Sam McCurley settled a few miles from the site of present-day Hockley in 1829. The current location of the town was established in 1835 by George Washington Hockley. Originally named Houseville, the name was changed to Hockley before the end of the year. The H&TC Railroad arrived in May 1857 and a post office was established in 1858. By 1892, the population was 296, boasting two general stores and a hotel. In 1896, Hockley also had a third store, four saloons, and a cotton gin (Kleiner 2019a).

By 1905, Hockley had two schools; 70 students and three teachers in the white school and 74 students and one teacher in the African American school. By 1914 the town had added several new industries including stock breeders and a gristmill. Both the population and the number of business remained stagnant between the 1920s and the early 1940s, with a population of 200 and a maximum of seven businesses. While the population grew slightly during the ensuing years, it had only reached 300 by 1991—its highest level to that point (Kleiner 2019a).

#### 3.11.2.2 Cypress

The unincorporated community of Cypress is located along US 290/ Hempstead Road in northwestern Harris County (formerly the old Washington-Harrisburg Road). German immigrants began settling along Cypress Creek in the area in the 1840s near where some European-Americans were already ranching (Smith, M. 2019). The H&TC Railroad arrived in Cypress in 1856 and the town was platted in by William R. Baker the same year (Cypress Historical Society [CHS] 2019a, 2019b). The settlement was known as Cypress, Cypress Top, and Cypress City (Figure 69). The community included hotels, stores, saloons, corn mill, cotton gin, and sawmill, and was a commercial and transportation center for the surrounding

farming communities (CHS 2019b). Dairy farming and rice farming were two important agricultural occupations in nineteenth century Cypress (CHS 2019b; Smith, M. 2019).

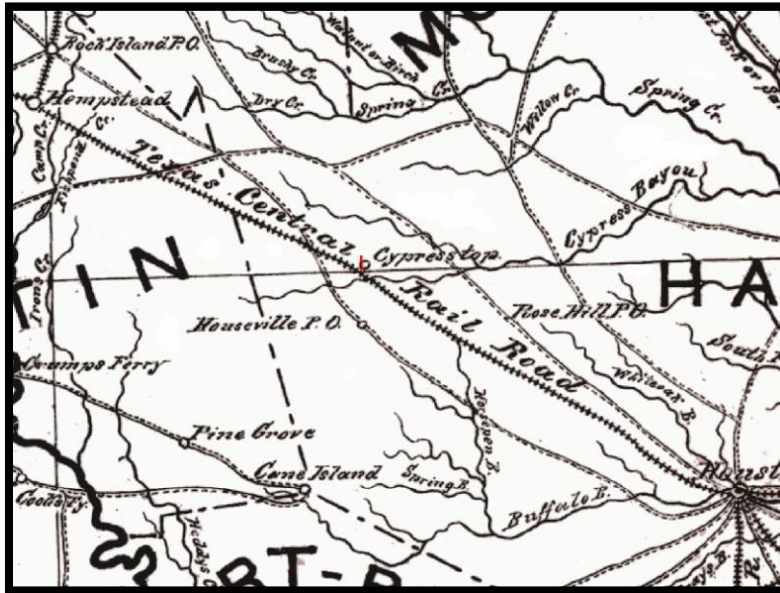


Figure 69: Location of Cypress Top along Texas Central Railroad, as noted on an 1867 map of Texas (TxDOT and PBS&J 2011).

Discovered by oil wildcatters in 1904, an artisanal well located 1.3 miles southeast of Cypress on the northern bank of Cypress Creek, was soon after developed into the Houston Hot Well Sanitarium and Hotel (**Figure 70**). At various times the facility consisted of large concrete basins in which patrons soaked in the hot mineral water, an Olympic-size swimming pool, and a dance hall/bingo parlor (Houston Past 2007). People would travel to the hotel from Houston by train to Cypress. The hotel was destroyed in a fire in the 1960s and the area was redeveloped as the Hot Wells Shooting Range (Houston Past 2007). The source springs ceased flowing in 1981 (Mulholland 2019).



Figure 70: Hot Well Spa and Hotel ca. 1910 (Mulholland 2019).

Currently, Cypress Top Historic Park contains several buildings that made up the early downtown area of Cypress Top, including the E.F. Juergen home, the Juergen Dance Hall, the Juergen General Merchandise Store, a barber shop, a generator house, a tool shed, and a grist mill. The land and buildings were donated by descendants of the Juergen family. Also included is a mid-twentieth century Humble Oil Gas Station. Only the gas station, barber shop, and grist mill are in their original locations; all of the other buildings have been moved at least once (Howard et. al 2008).

Well into the late twentieth century, the character of the area was still largely rural, with the 7,600-acre Josey Ranch, the largest contiguous cattle ranch in Harris County located just south of Cypress (Lassell and Wolfenden 2008). The Josey Ranch has since been sold and developed, and structures associated with the Ranch have since been demolished as new, private development has taken place. In the mid-1980s the community of Cypress had fewer than 100 residents, but by 2000, the population had exploded, with 18,527 people in the combined Cypress-Fairbanks area (Smith 2019).

### 3.11.2.3 Satsuma

Satsuma is located just south of the intersection of Hwy 6 and US 290 in what was historically dairy and farming country. Reportedly also known as Ashford, Thompsons (see **Figure 68**), and Thompson's Switch, Satsuma was founded in 1910 by the president of the Satsuma Land Company, J. T. Thompson, and was platted in the Charles Clarkson patent along the H&TC Railway. The community was named after satsuma orange trees, as groves of satsumas were planned for the area (Howard et. al 2008). In 1913, Satsuma was sold to C. W. Hahl, a developer, who replatted the town and sold the tracts. Satsuma had a post office from 1909 to 1914 and a general store in 1914. Oil was discovered in the area and a pumping plant was constructed nearby, which became a shipping point for the railroad. However, Satsuma never really developed into a town. It was merely a minor stop on the railroad, while Cypress Top was the commercial and transportation hub for the area (Lassell and Wolfenden 2008). The 1983 USGS Satsuma, Texas 7.5-minute quadrangle map shows Satsuma as an abandoned section house, and a pipeline pumping station to the northwest (**Figure 71**) (Kleiner 2019b). The section house is no longer extant.



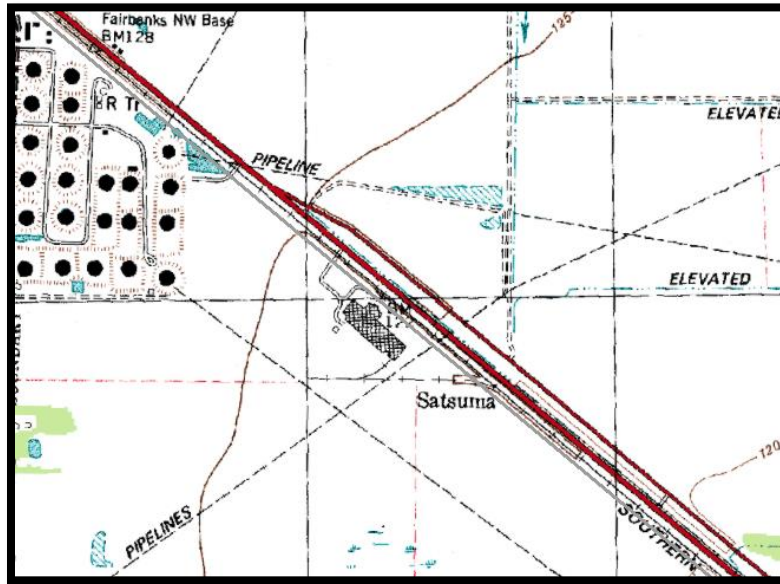


Figure 71: 1983 USGS Satsuma, Texas quadrangle map showing the town of Satsuma and the surrounding area (Perry-Castañeda 2019e).

#### 3.11.2.4 Jersey Village

Jersey Village is located south of White Oak Bayou and north of US 290 half way between Satsuma and Fairbanks, initially part of the 1,236-acre F&M Dairy Farm owned by Clark W. Henry. Originally developed on Jersey Lake by Henry and N. E. Kennedy in the 1950s, the town was named in honor of the jersey cows from Henry's farm. The town incorporated in 1956. The population grew from 493 in 1961 to 966 in 1980. Just two short years later, the population had quadrupled to 4,084. Although the children originally attended school in Cypress and Fairbanks, Jersey Village became home to its own high school in 1972 (Kleiner 2019c).

Although Jersey Village was not officially established until 1953, the 1939 General Highway Map of Harris County indicates there was already a small amount of development along US 290 in the general vicinity of Jersey Village (**Figure 72**) (Texas GLO 2019n). Aerial imagery from 1944 and 1953 shows the area as largely undeveloped (Google Earth 2019). The 1970 USGS Satsuma, Texas topographic quadrangle map shows early development of the planned community, with houses along Jersey Lake and Jersey Drive (USGS 1970).



Figure 72: 1939 General Highway Map of Harris County indicating early settlement of Jersey Village (Texas GLO 2019m).

#### 3.11.2.5 Fairbanks (Fairbanks Cemetery)

Fairbanks is located along US 290 surrounding the Fairbanks-North Houston Road. Maps from the mid to late nineteenth century mark the community as “Gum Island,” as it was known along the H&TC Railroad before the town was founded, possibly named for the gum trees growing on the southern side of White Oak Bayou (see **Figure 68**). The town was established in 1893 on a 106-acre site. A post office began operating in 1895. By 1914, there were seventy-five residents, along with a general store, saloon, and grocery store (Smith, T. 2019). The population dipped in the 1920s and 30s, was recorded as 800 residents in 1940, and dipped again in the 1950s. In 1956 Fairbanks was annexed by the city of Houston and the population grew slowly, with the population reaching 1,050 by 1980 (Smith, T. 2019). Review of aerial imagery from 1944 and 1953 indicates that little growth occurred between these years; however, there is a noticeable change by the 1978 aerial image as a mix of single and multi-family residential, industrial, and commercial development moved up Hempstead Road to absorb the community into the Houston metropolitan area (Google Earth 2019). Fairbanks Cemetery has no historic designation. The cemetery contains more than 400 burials, the earliest dating to ca. 1900, and includes modern interments. The cemetery was first identified on the 1957 Hedwig Village topographic map.

#### 3.11.2.6 Spring Branch (Beth Yeshurun-Post Oak Cemetery)

Spring Branch is located west of the IH 610 loop, south of US 290 and north of IH 10. The community was established by early German immigrants, many of whom were deeply religious dairy farmers. Karl Kolbe, the first settler in Spring Branch, arrived in 1830 and settled at the confluence of Spring Branch and Buffalo Bayou (Kleiner 2019d; Stromberg nd). Other settlers that followed included the surnames of Ahrenbeck, Schroeder, Hilendahl, Rummel, and Bauer. The first school in the community was sponsored by St. Peter’s Church in 1856, with the first public school starting in 1889. The first housing development in Spring Branch was Westview Terrace, platted in 1947 to provide housing to World War II veterans. Community amenities in Westview Terrace included churches, such as Westview Church and schools

such as St. Mark's School and Housman School. There was a failed attempt to incorporate Spring Branch in the mid-1950s, which prompted the surrounding communities to form the "Memorial Villages," including Hedwig Village, Bunker Hill, Piney Point, Hunter's Creek, Spring Valley, and Hillshire Village (Kleiner 2019d).

Beth El Cemetery (now Beth Yeshurun-Post Oak Cemetery), located just north of IH 10 and west of the IH 610 loop, is a historic cemetery containing more than 2,100 interments. Established in the early 1920s, Beth El Cemetery was designated an HTC in 2006.

### 3.11.2.7 Eureka / Eureka Mills

This community, which was located in the vicinity of the modern location of the intersection of US 290 and IH 610, is no longer extant. Although there is not a lot of information about this community, one reference mentioned a cotton mill in Eureka, located five miles from Houston on the H&TC Railroad, around 1875 (Young 1912). Kleiner identifies the community as "Eureka Mills," with the cotton mill opening in 1875 and a post office that functioned from 1872 to 1879 (Kleiner 2019e). Eureka is identified on maps from 1876, 1878, and 1884 and was still listed on postal route maps as late as 1888. By 1897, the Missouri, Kansas, and Texas Railroad line was constructed and intersected with the Texas Central Railroad in the vicinity of the community of Eureka. By 1915, this railroad intersection is identified as "Eureka Junction." Eureka still appears on the 1939 General Highway Map of Harris County (Texas GLO 2019m), just outside the city boundary of Houston (**Figure 73**). The railyard to the east of the junction is still known as the Eureka Yard.

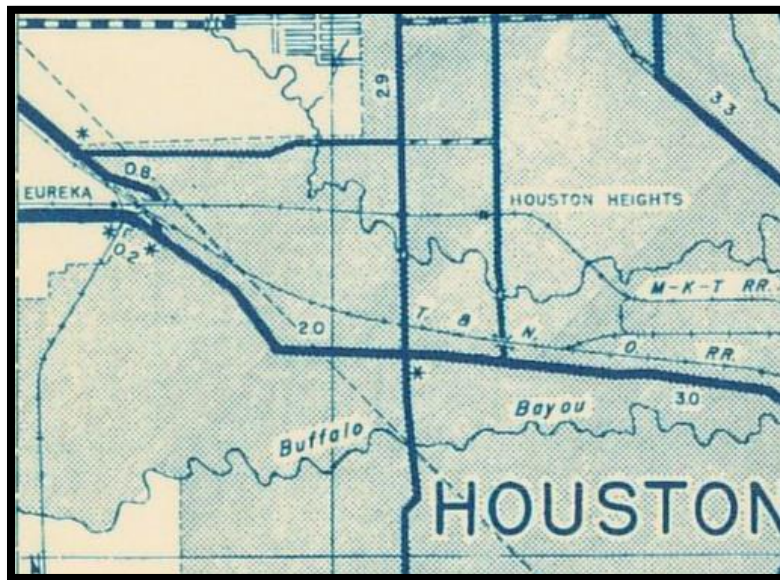


Figure 73: 1939 General Highway Map indicating the community of Eureka on the western edge of Houston (Texas GLO 2019m).

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**Historic Resources NRHP Evaluation Table**





## Historic Resources within Dallas to Houston High Speed Rail APE As of May 2019

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Dallas County</b>					
DA.001	1213 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.002	1214 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.003	1211 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.004	1301 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.005	1305 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.006	1308 Powhattan St., Dallas, TX	Not Eligible	Concur	1	No
DA.007	1311 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.008	1315 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.009	1300 Powhattan St., Dallas, TX	Eligible*	Concur	1	No
DA.010	1214 Powhattan St., Dallas, TX	Eligible*	Concur	1	No
DA.011	1306 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.012	1225 Belleview St., Dallas, TX	Not Eligible	Concur	1	No
DA.013	1400 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.014	1404 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.015a	1408 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.015b	1408 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

## Historic Resources within Dallas to Houston High Speed Rail APE As of May 2019

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.016	1401 S. Akard St., Dallas, TX	Not Eligible	Eligible****	1	No
DA.017	1407 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.018	1501 S. Akard St., Dallas, TX	Not Eligible	Concur	1	No
DA.019	969 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
<del>DA.020</del>	<del>904 Cadiz St., Dallas, TX</del>	<del>Not Eligible</del>	<del>Eligible</del>	<del>1</del>	<del>No</del>
DA.021	969 Terminal St., Dallas, TX	Not Eligible	Concur	1	No
DA.022	Chase Bag Company 1111 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.023	Cadiz Street Overpass and Underpass, Dallas, TX	Eligible*	Concur	1	Yes
DA.024a	Cadiz Street Pump Station 411 Cadiz St., Dallas, TX	Eligible*	Concur	1	No
DA.024b	Cadiz Street Pump Station 411 Cadiz St., Dallas, TX	Eligible*	Concur	1	No
DA.025a	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.025b	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.025c	1215 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.026a	1221 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.026b	1221 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.027	1319 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

## Historic Resources within Dallas to Houston High Speed Rail APE As of May 2019

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.028	Dallas Coffin Company 1325 S. Lamar St., Dallas, TX	Listed*	Concur	1	No
DA.029	Sears Dining Hall 1401 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.030	Sears Roebuck and Company Catalog Merchandise Distribution Center 1409 S. Lamar St., Dallas, TX	Eligible	Concur	1	No
DA.031	710 Belleview St., Dallas, TX	Not Eligible	Not Individually Eligible (contributing to Historic District)****	1	No
DA.032	1909 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.033	1816 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.034	1910 Wall St., Dallas, TX	Not Eligible	Concur	1	No
DA.035	1300 Corinth St., Dallas, TX	Not Eligible	Concur	1	No
DA.036	1916 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.037	1902 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.038	1910 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.039	1100 Corinth St., Dallas, TX	Not Eligible	Concur	1	No
DA.040	2011 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

## Historic Resources within Dallas to Houston High Speed Rail APE As of May 2019

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.041	Sigel's Liquor Store 2021 Cockrell Ave., Dallas, TX	Eligible	Concur	1	No
DA.042	1010 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.043	1018 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.044	1118 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.045	1120 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.046	1200 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.047a	1208 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.047b	1208 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.048	Oak Cliff Box Company 1212 S. Riverfront Blvd., Dallas, TX	Eligible*	Concur	1	No
DA.049	1222 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.050	1213 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.051	1217 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.052	1219 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.053	1223 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
DA.054	1228 Rock Island St., Dallas, TX	Not Eligible*	Concur	1	No
DA.055	1230 Rock Island St., Dallas, TX	Not Eligible*	Concur	1	No
DA.056	Corinth Street Underpass and	Eligible*	Concur	1	No

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	Overpass, Dallas, TX				
DA.057a	503 Corinth St., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.057b	503 Corinth St., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.058	501 Corinth St., Dallas, TX	Not Eligible*	Concur	1	No
DA.059	520 Corinth St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.060a	2419 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.060b	2419 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.061	2006 S. Riverfront Blvd., Dallas, TX	Not Eligible*	Concur	1	No
<del>DA.062</del>	<del>1919 S. Riverfront Blvd., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.063a</del>	<del>200 Corinth St., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.063b</del>	<del>200 Corinth St., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.064</del>	<del>145 Corinth St., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.065</del>	<del>141 Corinth St., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.066</del>	<del>2101 S. Riverfront Blvd., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.067</del>	<del>137 Corinth St., Dallas, TX</del>	<del>Not Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.068a</del>	<del>2205 S. Riverfront Blvd., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.068b</del>	<del>2205 S. Riverfront Blvd., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>

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<del>DA.069a</del>	<del>3923 Le Forge Ave., Dallas, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.069b</del>	<del>3923 Le Forge Ave., Dallas, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.069c</del>	<del>3923 Le Forge Ave., Dallas, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.070</del>	<del>Corinth Street Viaduct Dallas, TX</del>	<del>Eligible*</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
<del>DA.071</del>	<del>2209 S. Riverfront Blvd., Dallas, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>1</del>	<del>No</del>
DA.072	Dallas Floodway Historic District	Eligible*	Concur	1	Yes
DA.073a	1115 Forest Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.073b	1115 Forest Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.074a	2927 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.074b	2927 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.075a	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.075b	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.075c	1001 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076a	1000 Forest Ave., Dallas, TX	Eligible*	Concur	1	Yes
DA.076b	1000 Forest Ave., Dallas, TX	Eligible*	Concur	1	No
DA.076c	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076d	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No

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DA.076e	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076f	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.076g	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.076h	1000 Forest Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.077	3301 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.078	3520 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.079	1100 Lenway St., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.080a	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080b	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080c	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080d	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080e	3701 S. Lamar St., Dallas, TX	Eligible*	Concur	1	No
DA.080f	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.080g	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.080h	3701 S. Lamar St., Dallas, TX	Not Eligible*	Concur	1	No
DA.081	1301 McDonald Ave., Dallas, TX	Not Eligible*	Concur	1	Yes
DA.082	Honey Springs Cemetery 4001 Bulova St., Dallas, TX	Eligible	Concur	1	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.083	3707 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	No
DA.084	3727 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.085	3731 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.086	3735 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	Yes
DA.087	3922 Shindoll St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.088	3810 Cotton Ln., Dallas, TX	Not Eligible	Concur	1	No
<del>DA.089</del>	<del>3742 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.090</del>	<del>3744 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.091</del>	<del>3806 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.092</del>	<del>3811 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.093a</del>	<del>3818 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.093b</del>	<del>3818 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.094</del>	<del>3815 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.095</del>	<del>3823 Kolloch Dr., Dallas, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
DA.096	7319 Julius Schepps Fwy., Dallas, TX	Not Eligible	Concur	1	No
DA.097	3918 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.098	3922 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No

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DA.099	4006 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.100	4018 Jaffee St., Dallas, TX	Not Eligible	Concur	1	No
DA.101a	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.101b	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.101c	3930 Jaffee St., Dallas, TX	Not Eligible	Concur	1	Yes
DA.102a	3501 Wilhurt Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.102b	3501 Wilhurt Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.103	3907 Linfield Dr., Dallas, TX	Not Eligible	Concur	1	Yes
DA.104	Railroad Bridge at E. Illinois Ave., Dallas, TX	Eligible	Concur	1	No
DA.105	4222 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.106a	3503 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.106b	3503 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.107	3516 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.108	3500 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.109a	3506 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.109b	3506 Linfield Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.110a	Smith Family Cemetery	Not Eligible	Concur	1	No

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	3820 E. Illinois Ave., Dallas, TX				
DA.110b	Linfield Elementary School 3820 E. Illinois Ave., Dallas, TX	Eligible	Concur	1	Yes
DA.111	4314 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.112	4318 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.113	4322 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.114	4326 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.115	4330 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.116	4336 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.117	4346 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.118	4350 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.119	3911 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.120	3907 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.121	3919 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.122	3923 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.123	3819 Le May Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.124	3914 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.125	3918 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No

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DA.126	3922 Le May Ave., Dallas, TX	Not Eligible*	Concur	1	No
DA.127	3910 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.128	3906 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.129	3902 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.130	3824 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.131	3811 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.132	3807 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.133	3803 Le May Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.134	3802 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.135	3806 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.136	3810 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.137	3814 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	Yes
DA.138	3823 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.139	3903 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.140	3907 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.141	3911 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.142	3915 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No

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DA.143	3919 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.144	3923 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.145	3822 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.146	3826 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.147	3908 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.148	3912 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.149	3916 Le Forge Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.150	4412 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.151	4414 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.152	4418 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.153	4422 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.154	4424 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.155	4426 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.156	4430 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.157	3502 Mallory Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.158a	6426 J. J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.158b	6426 J. J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No

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DA.159	6508 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.160	6518 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.161	6521 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.162	6524 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.163	6525 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.164a	6605 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.164b	6605 J.J. Lemmon Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.165	5051 Cleveland Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.166	5215 Cleveland Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.167a	9559 Lancaster Hutchins Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.167b	9559 Lancaster Hutchins Rd., Dallas, TX	Not Eligible***	Unevaluated	1	No
DA.168	2116 Lancaster Hutchins Rd., Lancaster, TX	Not Eligible	Concur	1	No
<del>DA.169</del>	<del>645 E. Pleasant Run Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.170</del>	<del>740 Pleasant Run Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.171</del>	<del>748 Pleasant Run Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.172</del>	<del>1122 S. Lancaster Hutchins Rd.,</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>

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	<del>Lancaster, TX</del>				
<del>DA.173</del>	<del>1088 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.174</del>	<del>1003 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.175</del>	<del>917 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.176</del>	<del>914 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.177</del>	<del>746 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.178</del>	<del>733 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.179</del>	<del>727 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.180</del>	<del>734 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.181</del>	<del>722 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.182</del>	<del>701 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.183</del>	<del>700 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>

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<del>DA.184</del>	<del>604 S. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.185</del>	<del>647 Pierson St., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.186</del>	<del>639 Pierson St., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.187</del>	<del>532 S. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.188</del>	<del>528 S. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.189</del>	<del>761 E. 3<sup>rd</sup> St., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.190</del>	<del>775 E. 3<sup>rd</sup> St., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.191</del>	<del>777 E. 3rd St., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
DA.192	843 E. 3rd St., Lancaster, TX	Not Eligible	Concur	1	No
<del>DA.193</del>	<del>335 N. Lancaster Hutchins Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
DA.194	W.A. Strain House Historic District 400 S. Lancaster Hutchins Rd., Lancaster TX	Listed*	Concur	1	No
DA.195a	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.195b	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	Yes
DA.195c	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	No

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DA.195d	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.195e	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.195f	1240 Greene Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.196	1301 E. Beltline Rd., Lancaster, TX	Not Eligible***	Unevaluated	1	No
<del>DA.197a</del>	<del>1413 E. Beltline Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.197b</del>	<del>1413 E. Beltline Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.198a</del>	<del>535 Ferris Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.198b</del>	<del>535 Ferris Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.198c</del>	<del>535 Ferris Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
<del>DA.199</del>	<del>844 E. Beltline Rd., Lancaster, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>1</del>	<del>No</del>
DA.200	1100 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.201a	1412 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.201b	1412 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	Yes
DA.201c	1412 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	Yes
DA.201d	1412 Wilson Rd. Lancaster, TX	Not Eligible	Concur	1	Yes
DA.202a	1401 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.202b	1401 Wilson Rd., Lancaster, TX	Not Eligible	Concur	1	No

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DA.203a	1842 Watermill Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.203b	1842 Watermill Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.203c	1842 Watermill Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.204a	1525 Hash Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.204b	1525 Hash Rd., Lancaster, TX	Not Eligible	Concur	1	No
DA.205	2001 Watermill Rd., Lancaster, TX 75146	Not Eligible	Concur	1	No
DA.206a	2510 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.206b	2510 Cockrell Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.207	2500 S. Lamar St., Dallas, TX	Not Eligible	Concur	1	No
DA.208a	3740 E. Overton Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.208b	3740 E. Overton Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.209	3606 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.210	3606 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.211	3712 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.212	3720 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.213	3801 Fordham Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.214a	3812 Fordham Rd., Dallas, TX	Not Eligible	Concur	1	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
DA.214b	3812 Fordham Rd., Dallas, TX	Not Eligible	Concur	1	No
DA.215	3605 E. Illinois Ave., Dallas, TX	Not Eligible	Concur	1	No
DA.216a	4204 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.216b	4204 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.217a	4212 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.217b	4212 Kolloch Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.218	4135 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.219	4139 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.220	4143 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.221	4147 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.222	4153 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.223	4134 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.224	4138 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.225	4144 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.226	4148 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.227	4154 Happy Canyon Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.228	5931 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No

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DA.229	5935 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.230	5939 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.231	4223 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.232	4215 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.233	4209 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.234	4205 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.235	4131 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.236	4210 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.237	4216 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.238	4224 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.239	4228 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.240	4232 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.241	4236 Firewood Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.242	5953 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.243	5957 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.244	5963 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.245	4261 Ambrose Dr., Dallas, TX	Not Eligible	Concur	1	No

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DA.246	4255 Ambrose Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.247	4251 Ambrose Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.248	4245 Ambrose Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.249	4262 Ambrose Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.250	6011 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.251	5932 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.252	5936 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.253	5940 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.254	5944 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.255	5948 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.256	5952 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.257	5956 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.258	5960 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.259	5964 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.260	5970 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.261	6004 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No
DA.262	6008 Golden Gate Dr., Dallas, TX	Not Eligible	Concur	1	No

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<b>Ellis County</b>					
EL.001	1501 FM 983, Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.002a	FM 983, Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.002b	FM 983, Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.002c	FM 983, Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.003	FM 983, Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.004	Ewing Rd., Ferris, TX	Not Eligible	Concur	2A; 2B	Yes
EL.005	Ewing Rd., Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.006	580 Wester Rd. Ferris, TX	Not Eligible	Concur	2A; 2B	No
EL.007a	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.007b	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.007c	2100 Risinger Rd., Ferris, TX	Not Eligible	Concur	2A	No
EL.008a	1519 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.008b	1519 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.009a	1501 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.009b	1501 Risinger Rd., Ferris, TX	Not Eligible	Concur	2B	No
EL.010a	1773 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2A	No
EL.010b	1773 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2A	No
EL.011	228 Texas Dr., Palmer, TX	Not Eligible	Concur	2B	No
EL.012	123 Texas Dr., Palmer, TX	Not Eligible	Concur	2A; 2B	No

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EL.013	1422 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.014	1406 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.015	1283 Palmyra Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.016a	Geaslin Cemetery Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2A LOD
EL.016b	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.016c	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.017	813 Epps Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.018	813 Epps Rd., Palmer, TX	Not Eligible	Concur	2B	No
EL.019	627 Epps Road, Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2B LOD
EL.020	705 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2B LOD
EL.021	567 Epps Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2A LOD
EL.022	321 Almand Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.023	100 Coffee Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.024	804 FM 878, Palmer, TX	Not Eligible	Concur	2B	No
EL.025	878 Coffee Rd., Palmer, TX	Not Eligible	Concur	2A; 2B	No
EL.026a	5543 FM 878, Palmer, TX	Not Eligible	Concur	2A; 2B	Within 2A LOD
EL.026b	5543 FM 878, Palmer, TX	Not Eligible	Concur	2A	No
EL.027	218 Cottonwood Rd., Palmer, TX	Not Eligible	Concur	2B	No

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EL.028	FM 879, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.029a	2830 FM 879, Waxahachie, TX	Not Eligible	Concur	2A; 2B	No
EL.029b	2830 FM 879, Waxahachie, TX	Not Eligible	Concur	2A; 2B	No
EL.029c	2830 FM 879, Waxahachie, TX	Not Eligible	Concur	2A; 2B	No
EL.029d	2830 FM 879, Waxahachie, TX	Not Eligible	Concur	2A; 2B	No
EL.030	710 Slovacek Rd., Ennis, TX	Not Eligible***	Unevaluated	2A; 2B	No
EL.031a	717 Slovacek Rd., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.031b	717 Slovacek Rd., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.031c	717 Slovacek Rd., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.032	Old Boyce Rd., Ennis, TX	Not Eligible	Concur	2A	No
EL.033	2926 Old Boyce Rd., Waxahachie, TX	Not Eligible	Concur	2A	No
EL.034a	1100 Old Church Rd., Ennis, TX	Not Eligible	Concur	2A	No
EL.034b	1100 Old Church Rd., Ennis, TX	Not Eligible	Concur	2A	No
EL.034c	1100 Old Church Rd., Ennis, TX	Not Eligible	Concur	2A	No
EL.034d	1100 Old Church Rd., Ennis, TX	Not Eligible	Concur	2A	No
<del>EL.035a</del>	<del>5018 SH 287, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.035b</del>	<del>5018 SH 287, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.035c</del>	<del>5018 SH 287, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
EL.036a	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.036b	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.036c	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.036d	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A; 2B	No

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EL.036e	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A	No
EL.036f	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A	No
EL.036g	10207 W. Ennis Ave., Ennis, TX	Not Eligible	Concur	2A	No
EL.037a	520 Old Waxahachie Rd., Waxahachie, TX	Not Eligible	Concur	2A	No
EL.037b	520 Old Waxahachie Rd., Waxahachie, TX	Not Eligible	Concur	2A	Yes
EL.038	524 Old Waxahachie Rd., Waxahachie, TX	Not Eligible	Concur	2A	No
EL.039	610 Old Waxahachie Rd., Waxahachie, TX	Not Eligible	Concur	2A; 2B	No
EL.040	Boren-Reagor Springs Cemetery	Eligible	Concur	2A; 2B	No
<del>EL.041a</del>	<del>Getzendaner Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.041b</del>	<del>Getzendaner Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.041c</del>	<del>Getzendaner Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.041d</del>	<del>Getzendaner Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
EL.042a	1270 FM 984, Ennis, TX	Not Eligible	Concur	2A	No
EL.042b	1270 FM 984, Ennis, TX	Not Eligible	Concur	2A	Yes
EL.042c	1270 FM 984, Ennis, TX	Not Eligible	Concur	2A	Yes
EL.042d	1270 FM 984, Ennis, TX	Not Eligible	Concur	2A	Yes
EL.043	1340 FM 984 Ennis, TX	Not Eligible	Concur	2A; 2B	No
<del>EL.044a</del>	<del>327 Slovak Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>

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<del>EL.044b</del>	<del>327 Slovak Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.044c</del>	<del>327 Slovak Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
EL.045a	1524 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.045b	1524 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.046a	1565 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.046b	1565 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.046c	1565 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
<del>EL.047a</del>	<del>2464 FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
<del>EL.047b</del>	<del>2464 FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>No</del>
EL.048	48 FM 984 Avalon, TX	Not Eligible	Concur (demolished)	2A; 2B	No
<del>EL.049</del>	<del>2200 FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2B</del>	<del>Yes</del>
<del>EL.050a</del>	<del>6342 W. SH 34, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.050b</del>	<del>6342 W. SH 34, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
EL.051	E B Lane, Ennis, TX	Not Eligible	Concur (demolished)	2A; 2B	No
<del>EL.052</del>	<del>SH 34, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>Yes</del>
<del>EL.053a</del>	<del>6849 W. SH 34, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A</del>	<del>No</del>
<del>EL.053b</del>	<del>6849 W. SH 34, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A</del>	<del>No</del>
<del>EL.054a</del>	<del>369 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.054b</del>	<del>369 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.054c</del>	<del>369 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.054d</del>	<del>369 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>

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<del>EL.054e</del>	<del>369 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
EL.055a	728 Farmer Rd., Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.055b	728 Farmer Rd., Ennis, TX	Not Eligible	Concur	2A; 2B	No
<del>EL.056a</del>	<del>771 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.056b</del>	<del>771 Farmer Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.057a</del>	<del>FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.057b</del>	<del>FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.057c</del>	<del>FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.057d</del>	<del>FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.057e</del>	<del>FM 984, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.058</del>	<del>Grady Cemetery</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
<del>EL.059</del>	<del>469 Hodge Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>2A; 2B</del>	<del>No</del>
EL.060	6209 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
<del>EL.061</del>	<del>3142 FM 985, Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
<del>EL.062</del>	<del>3160 FM 985, Ennis, TX</del>	<del>Eligible**</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
<del>EL.063a</del>	<del>719 Sullivan Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
<del>EL.063b</del>	<del>719 Sullivan Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
<del>EL.063c</del>	<del>719 Sullivan Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
EL.064	715 Sullivan Rd., Ennis, TX	Not Eligible	Concur	3A; 3B; 3C	No
<del>EL.065a</del>	<del>931 Sullivan Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>
<del>EL.065b</del>	<del>931 Sullivan Rd., Ennis, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3C; 3B</del>	<del>No</del>

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EL.066a	1851 Stainback Rd., Ferris, TX	Not Eligible***	Unevaluated	1	No
EL.066b	1851 Stainback Rd., Ferris, TX	Not Eligible***	Unevaluated	1	No
EL.066c	1851 Stainback Rd., Ferris, TX	Not Eligible***	Unevaluated	1	No
EL.067a	6650 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.067b	6650 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.067c	6650 FM 984, Ennis, TX	Not Eligible	Concur	2A; 2B	No
EL.068	Basinger Rd., Ennis, TX	Not Eligible	Concur	3A; 3B; 3C	No
EL.069	1003 Basinger Rd., Ennis, TX	Not Eligible	Concur	3A; 3C	No

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<b>Navarro County</b>					
NA.001	9645 NW CR 1320, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.002a	CR 1340 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.002b	CR 1340 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.003	8108 CR 1300, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.004	CR 1300 & CR 1240, Barry, TX	Not Eligible	Concur	3A; 3C	Yes
NA.005a	8169 NW CR 1340, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.005b	8169 NW CR 1340, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.006	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
<del>NA.007a</del>	<del>7704 FM 1126, Barry, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.007b</del>	<del>7704 FM 1126, Barry, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.008a</del>	<del>7705 FM 1126, Barry, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.008b</del>	<del>7705 FM 1126, Barry, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
NA.009	7973 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.010a	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.010b	8344 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.011a	FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.011b	FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012a	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012b	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012c	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.012d	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No

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NA.012e	9365 FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.013	FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.014	FM 1126, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.015a	7505 W Hwy 22, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.015b	7505 W Hwy 22, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.016	NW CR 2070, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.017	7171 NW CR 2070, Barry, TX	Not Eligible	Concur	3A; 3C	No
NA.018	8098 NW CR 2080, Barry, TX	Not Eligible	Concur	3A; 3C	No
<del>NA.019</del>	<del>7570 FM 744, Barry, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
NA.020	7800 FM 744, Barry, TX	Not Eligible	Concur	3A; 3C	Yes
<del>NA.021</del>	<del>7904 FM 744, Barry, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A; 3C</del>	<del>No</del>
NA.022	18210 FM 1126, Corsicana, TX	Not Eligible***	Unevaluated	3A; 3C	No
<del>NA.023a</del>	<del>18680 FM 1126, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.023b</del>	<del>18680 FM 1126, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.024</del>	<del>Hwy 31, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>
<del>NA.025</del>	<del>18770 FM 1126, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A; 3C</del>	<del>No</del>
NA.026a	8840 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.026b	8840 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.027	8846 W SH 31, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.028	110 NW CR 2107, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.029	130 NW CR 2107, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
<del>NA.030a</del>	<del>215 SW CR 3040, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A; 3C</del>	<del>No</del>

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<del>NA.030b</del>	<del>215 SW CR 3040, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A, 3C</del>	<del>No</del>
NA.031	SW CR 3030, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.032	6475 SE CR 3120, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
NA.033	SW CR 3040, Corsicana, TX	Not Eligible	Concur	3A; 3C	No
<del>NA.034a</del>	<del>440 SW CR 3050, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.034b</del>	<del>440 SW CR 3050, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.035</del>	<del>SW CR 3110, Purdon, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.036</del>	<del>7765 SW CR 3110, Purdon, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.037a</del>	<del>FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.037b</del>	<del>FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.037c</del>	<del>FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.038a</del>	<del>7748 FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.038b</del>	<del>7748 FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.038c</del>	<del>7748 FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.039a</del>	<del>FM 709 and FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.039b</del>	<del>FM 709 and FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.040</del>	<del>Ward Cemetery</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.041</del>	<del>FM 709, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.042</del>	<del>7880 SW CR 2010, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.043</del>	<del>SW CR 2010, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>No</del>
<del>NA.044a</del>	<del>7204 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>Yes</del>
<del>NA.044b</del>	<del>7204 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>Yes</del>

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<del>NA.044c</del>	<del>7204 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3A</del>	<del>Yes</del>
<del>NA.045a</del>	<del>7437 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.045b</del>	<del>7437 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.045c</del>	<del>7437 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.045d</del>	<del>7437 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
NA.046	Anderson Family Cemetery	Not Eligible	Concur	3A	No
<del>NA.047a</del>	<del>9066 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.047b</del>	<del>9066 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.047c</del>	<del>9066 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
<del>NA.047d</del>	<del>9066 FM 3194, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>3A</del>	<del>No</del>
NA.048	7315 SW CR 2190, Wortham, TX	Not Eligible***	Unevaluated	3B	Yes
NA.049a	6798 SW CR 2400, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.049b	6798 SW CR 2400, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.050	Shelton Family Cemetery	Not Eligible	Concur	3A; 3B	No
NA.051	SW CR 2410, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.052	SE CR 2380, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.053	7232 SE CR 2420, Wortham, TX	Not Eligible***	Unevaluated	3A; 3B	No
NA.054	7489 SW CR 2420, Wortham, TX	Not Eligible	Concur	3A; 3B	No
NA.055	FM 709, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.056a	6980 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.056b	6980 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.057a	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No

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NA.057b	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.057c	6735 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.058	7356 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.059	6819 FM 709 S, Corsicana, TX	Not Eligible	Concur	3C	No
NA.060	FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3C	Yes
NA.061a	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.061b	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.061c	SW CR 0040 & CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.062	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.063a	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.063b	SW CR 0030, Corsicana, TX	Not Eligible	Concur	3B; 3C	No
NA.064	CR 1394, Corsicana, TX	Not Eligible	Concur	3C	No
NA.065a	1007 West Main, Corsicana, TX	Not Eligible	Concur	3C	No
NA.065b	1007 West Main, Corsicana, TX	Not Eligible	Concur	3C	No
NA.066a	CR 1394 & SW 2120, Corsicana, TX	Not Eligible	Concur	3C	No
NA.066b	CR 1394 & SW 2120, Corsicana, TX	Not Eligible	Concur	3C	No
NA.067	SW CR 2120, Corsicana, TX	Not Eligible***	Unevaluated	3C	No
NA.068	4026 SW CR 2130, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.069	4477 SW CR 2130, Richland, TX	Not Eligible***	Unevaluated	3C	No

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NA.070	3018 SW CR 2346, Richland, TX	Not Eligible	Concur	3C	No
NA.071a	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.071b	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.071c	SW CR 2380, Richland, TX	Not Eligible***	Unevaluated	3C	No
NA.072	NW CR 1300, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.073	7154 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.074a	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	Yes
NA.074b	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.074c	7360 FM 1126, Barry, TX	Not Eligible	Concur	3B	No
NA.075	7032 NW CR 1220, Wortham, TX	Not Eligible***	Unevaluated	3B	No
NA.076	7044 NW CR 1220, Wortham, TX	Not Eligible***	Unevaluated	3B	Yes
NA.077a	5305 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.077b	5305 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.078	7145 NW CR 1200, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.079	4601 NW CR 1190, Barry, TX	Not Eligible***	Unevaluated	3B	No
NA.080	W SH 22, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.081	4853 W. SH 22, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.082	5158 FM 744, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.083a	FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.083b	FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.084a	5787 FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.084b	5787 FM 744, Corsicana, TX	Not Eligible	Concur	3B	Yes

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<del>NA.085</del>	<del>5621 SW CR 1010, Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3B</del>	<del>No</del>
NA.086	6049 SE CR 1010, Corsicana, TX	Not Eligible	Concur	3B	No
NA.087	6240 W SH 31, Corsicana, TX	Not Eligible	Concur	3B	No
NA.088	6270 W SH 31, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.089	310 SW CR 1000, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.090	2840 Liberty Dr., Oak Valley, TX	Not Eligible***	Unevaluated	3B	No
<del>NA.091</del>	<del>2838 Liberty Dr., Corsicana, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3B</del>	<del>No</del>
NA.092	182 Black Oak Dr., Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.093	2964 Liberty Dr., Oak Valley, TX	Not Eligible	Concur	3B	No
<del>NA.094</del>	<del>1920 Oak Valley Ln., Oak Valley, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3B</del>	<del>No</del>
<del>NA.095</del>	<del>1900 Oak Valley Ln., Oak Valley, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3B</del>	<del>No</del>
<del>NA.096</del>	<del>2030 Oak Valley Ln., Oak Valley, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>3B</del>	<del>No</del>
NA.097	3176 Liberty Dr., Corsicana, TX	Not Eligible	Concur	3B	No
NA.098	Split Driveway with #61	Not Eligible***	Unevaluated	3B	No
NA.099a	3979 SW CR 1130, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.099b	3979 SW CR 1130, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.100a	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.100b	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.100c	5256 SW 1140, Corsicana, TX	Not Eligible	Concur	3B	No
NA.101a	4832 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.101b	4832 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.102	4990 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No

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NA.103	4907 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.104	5095 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105a	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105b	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105c	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.105d	5698 FM 709 S, Corsicana, TX	Not Eligible	Concur	3B	No
NA.106a	5381 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.106b	5397 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.106c	5397 FM 709 S, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.107a	5059 Bonner St., Corsicana, TX	Not Eligible	Concur	3B	Yes
NA.107b	5059 Bonner St., Corsicana, TX	Not Eligible	Concur	3B	No
NA.108a	8517 SW CR 0030, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.108b	8517 SW CR 0030, Corsicana, TX	Not Eligible***	Unevaluated	3B	No
NA.109	10303 FM 1394, Richland, TX	Not Eligible	Concur	3A	No
NA.110	6600 SW CR 2150, Richland, TX	Not Eligible***	Unevaluated	3A	No
NA.111a	6718 SW CR 2150, Richland, TX	Not Eligible	Concur	3A	No
NA.111b	6718 SW CR 2150, Richland, TX	Not Eligible	Concur	3A	No
NA.111c	6718 SW CR 2150, Richland, TX	Not Eligible	Concur	3A	No

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<b>Freestone County</b>					
FR.001	Red Cemetery , CR 995, Wortham, TX	Not Eligible	Concur	4	No
FR.002a	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.002b	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	No
FR.002c	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	Yes
FR.002d	1330 FM 27, Wortham, TX	Not Eligible	Concur	4	No
FR.003	FM 1366, Wortham, TX	Not Eligible	Concur	4	No
<del>FR.004</del>	<del>FM 1366 and FM 960, Wortham, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>4</del>	<del>No</del>
FR.005	CR 963 at CR 961, Teague, TX	Not Eligible	Concur	4	Yes
FR.006	FCR 930, Teague, TX	Not Eligible	Concur	4	No
FR.007	996 FCR 930, Teague, TX	Not Eligible	Concur	4	No
<del>FR.008</del>	<del>Cotton Gin Cemetery, FCR 930, Teague, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	<del>4</del>	<del>No</del>
FR.009	1418 W. Hwy 84, Mexia, TX	Not Eligible	Concur	4	No
FR.010	151 FM 2777, Teague, TX	Not Eligible	Concur	4	Yes
FR.011a	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011b	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011c	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011d	106 FM 2777, Mexia, TX	Not Eligible***	Unevaluated	4	No
FR.011e	106 FM 2777, Mexia, TX	Not Eligible	Concur	4	No
FR.012a	FM 2777, Teague, TX	Not Eligible	Concur	4	No
FR.012b	FM 2777, Teague, TX	Not Eligible	Concur	4	No

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FR.013	365 FM 2777, Mexia, TX	Not Eligible	Concur	4	No
FR.014	996 FCR 930, Teague, TX	Not Eligible	Concur	4	No
FR.015	FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.016a	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016b	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016c	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016d	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016e	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016f	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.016g	FM 1365, Teague, TX	Eligible	Concur	4	No
FR.017a	373 FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.017b	373 FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.018	FM 1365, Teague, TX	Not Eligible	Concur	4	No
FR.019a	152 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.019b	152 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.020	132 FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.021a	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.021b	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.021c	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.021d	FCR 849 & FCR 890, Teague, TX	Not Eligible	Concur	4	No
FR.022	232 FCR 890, Teague, TX	Not Eligible	Concur	4	No

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FR.023	FCR 844, Teague, TX	Not Eligible	Concur	4	No
FR.024	Asia-Antioch Cemetery	Not Eligible	Concur	4	No
FR.025	FCR 1041, northwest of FM 1051, Streetman, TX	Not Eligible***	Unevaluated	3C	Yes
FR.026	FCR 1041, north of 1044, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.027	FCR 1051, northeast of FM 1041, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.028	1330 FM 80 N, Streetman, TX	Not Eligible	Concur	3C	No
FR.029	FCR 1100, Streetman, TX	Not Eligible	Concur	3C	No
FR.030	Hwy 80 N, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.031	131 FCR 1101, Streetman, TX	Not Eligible	Concur	3C	No
FR.032	FM 833, Streetman, TX	Not Eligible	Concur	3C	Yes
FR.033a	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033b	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033c	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.033d	245 FM 833, Streetman, TX	Not Eligible***	Unevaluated	3C	No
FR.034	Johnson African American Cemetery, CR 1131, Fairfield, TX	Eligible	Concur	3C	No
FR.035	J B Johnson Private Cemetery, CR 1131, Fairfield, Texas	Not Eligible	Concur	3C	No
FR.036	118-128 FCR 1171, Streetman, TX	Not Eligible	Concur	3C	No
FR.037a	271 FCR 1171, Fairfield, TX	Not Eligible	Concur	3C	No

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
FR.037b	271 FCR 1171, Fairfield, TX	Not Eligible	Concur	3C	No
FR.038	445 Sunset Dr., Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.039	301 W IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.040a	303 W. IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.040b	303 W. IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.041	1101 Hatcher St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.042a	701 Church St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.042b	701 Church St., Fairfield, TX	Not Eligible	Concur	3C	No
FR.043	IH-45 Southbound Service Road, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.044	106 S. Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.045	148 S. Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.046	S. Hwy 75, Farifield, TX	Not Eligible***	Unevaluated	3C	No
FR.047	S. Hwy 75, Farifield, TX	Not Eligible***	Unevaluated	3C	No
FR.048	150 W IH-45, Fairfield, TX	Not Eligible***	Unevaluated	3C	Yes
FR.049	IH-45, Fairfield, TX	Not Eligible	Concur	3C	Yes
FR.050	Hwy 75, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.051	900 S Hwy 75, Fairfield, TX	Not Eligible	Concur	3C	No
FR.052	580 IH-45 Service Road, Fairfield, TX	Not Eligible	Concur	3C	Yes
FR.053	N Fwy Service Rd, Fairfield, TX	Not Eligible***	Unevaluated	3C	No
FR.054a	1260A FM 179, Buffalo, TX	Not Eligible	Concur	3C	No
FR.054b	1260A FM 179, Buffalo, TX	Not Eligible	Concur	3C	No

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As of May 2019**

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FR.055	IH-45 south of FM 691, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
FR.056	IH-45 north of Donie Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
FR.057	351 FCR 995, Wortham, TX	Not Eligible	Concur	4	No

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<b>Limestone County</b>					
LI.001	LCR 446	Not Eligible***	Unevaluated	4	No
LI.002a	345 LCR 448, Personville, TX	Not Eligible	Concur	4	No
LI.002b	345 LCR 448, Personville, TX	Not Eligible	Concur	4	No
<del>LI.003a</del>	<del>279 LCR 447, Personville, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	4	<del>No</del>
<del>LI.003b</del>	<del>279 LCR 447, Personville, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	4	<del>No</del>
<del>LI.003c</del>	<del>279 LCR 447, Personville, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	4	<del>No</del>
LI.004	325 FM 39, Personville, TX	Not Eligible	Concur	4	No
LI.005	Personville/Ebenezer Cemetery, SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006a	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006b	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.006c	SH 164, Groesbeck, TX	Not Eligible	Concur	4	No
LI.007	FM 39, Groesbeck, TX	Not Eligible	Concur	4	No
LI.008a	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.008b	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.008c	LCR 866, Donie, TX	Not Eligible	Concur	4	No
LI.009	820 LCR 882, Jewett, TX	Not Eligible	Concur	4	No
<del>LI.010a</del>	<del>LCR 882, Jewett, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	4	<del>No</del>
<del>LI.010b</del>	<del>LCR 882, Jewett, TX</del>	<del>Not Eligible</del>	<del>Concur</del>	4	<del>No</del>
LI.011	New Hope Cemetery, LCR 884, Jewett, TX	Not Eligible	Concur	4	No

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As of May 2019**

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LI.012a	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.012b	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.012c	1380 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.013	FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LI.014a	54 FM 1512, Jewett, TX	Not Eligible	Concur	4	Yes
LI.014b	54 FM 1512, Jewett, TX	Not Eligible	Concur	4	No

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As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<b>Leon County</b>					
LE.001a	Little Flock Cemetery, 20190 FM 1512, Jewett, TX	Eligible	Concur	4	No
LE.001b	Little Flock Cemetery Church, 20190 FM 1512, Jewett, TX	Not Eligible	Concur	4	No
LE.002a	15815 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.002b	15815 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.003	FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.004	CR 3461, Marquez, TX	Not Eligible	Concur	4	No
LE.005	CR 344 (Beddingfield Ln) at Leon Ln (CR 350), Marquez, TX	Not Eligible	Concur	4	No
LE.006	11499 Hwy 79, Jewett, TX	Not Eligible	Concur	4	No
LE.007	CR 348, Jewett, TX	Not Eligible	Concur	4	No
LE.008a	11180/11261 FM 347, Jewett, TX	Not Eligible	Concur	4	No
LE.008b	11180/11261 FM 347, Jewett, TX	Not Eligible	Concur	4	No
LE.009	E of CR 348, Jewett, TX	Not Eligible	Concur	4	No
LE.010	W of 391, between 348 & 39, Jewett, TX	Not Eligible	Concur	4	No
LE.011	FM 391, Jewett, TX	Not Eligible	Concur	4	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
LE.012	907 Pvt Rd 3320, Jewett, TX	Not Eligible	Concur	4	No
LE.013	FM 392, Jewett, TX	Not Eligible	Concur	4	No
LE.014	9048 FM 39/SH 7, Jewett, Texas	Not Eligible	Concur	4	No
LE.015a	8936 SH 79, Jewett, TX	Not Eligible	Concur	4	No
LE.015b	8936 SH 79, Jewett, TX	Not Eligible	Concur	4	No
LE.016	SH 7 (south side), Jewett, TX	Not Eligible	Concur	4	No
LE.017	CR 392/SH 7, Jewett, Texas	Not Eligible	Concur	4	No
LE.018	8977 SH 7 West, Jewett, Texas	Not Eligible	Concur	4	No
LE.019	484 FM 39, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.020	484 FM 39, Jewett, TX	Not Eligible	Concur	4	No
LE.021	FM 39, Jewett, TX	Not Eligible	Concur	4	No
LE.022	FM 39, Jewett, TX	Not Eligible	Concur	4	No
LE.023a	Private Rd 4065, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.023b	Private Rd 4065, Jewett, TX	Not Eligible***	Unevaluated	4	No
LE.024a	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	No
LE.024b	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	No
LE.024c	10345 CR 408 (CR SPR 1270), Normangee, Texas	Not Eligible	Concur	4	No
LE.025	CR 408 south of CR 977, Normangee, TX	Not Eligible	Concur	4	No

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LE.026a	11828 FM 408, Normangee, TX	Not Eligible	Concur	4	Yes
LE.026b	11828 FM 408, Normangee, TX	Not Eligible	Concur	4	No
LE.027	12552 FM 408, Normangee, TX	Not Eligible	Concur	4	No
LE.028	E of CR 408 (end of road), Normangee, TX	Not Eligible	Concur	4	No
LE.029	11416 Horcrow Rd., Buffalo, TX	Not Eligible	Concur	3C	No
LE.030	FM 2539, Buffalo, TX	Not Eligible	Concur	3C	No
LE.031	Fred Graham Cemetery IH 45 Service Road West, north of CR 327, Buffalo, Texas	Not Eligible***	Unevaluated	3C	No
LE.032	Horcrow Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.033a	IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.033b	IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.034	Nettles Cemetery, IH-45 Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.035	IH-45 NB Service Rd., Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036a	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036b	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036c	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.036d	Private Rd 3365, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.037	Liberty Cemetery, CR 303, Buffalo, TX	Not Eligible***	Unevaluated	3C	No
LE.038	CR 317 off SB IH-45 Service Road,	Not Eligible***	Unevaluated	3C	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
	Centerville, TX				
LE.039	CR 317 off of SB IH-45 Service Road, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.040	CR 317 off of SB IH-45 Service Road, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.041	CR 318 (IH-45 at SH 7), Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.042	CR 318 (IH-45 at SH 7), Centerville, TX	Not Eligible***	Unevaluated	3C	Yes
LE.043	SH 7 from IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044a	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044b	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044c	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044d	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.044e	SH 7 off IH-45, Centerville, TX	Not Eligible***	Unevaluated	3C	No
LE.045	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.046	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.047	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.048	CR 416, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.049	FM 977, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.050	FM 977, Leona, TX	Not Eligible***	Unevaluated	3C	No
LE.051	21134 FM 1512, Jewett, TX	Not Eligible	Concur	4	No

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LE.052a	15102 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.052b	15102 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.052c	15102 FM 1469, Marquez, TX	Not Eligible	Concur	4	No
LE.053	8682 Hwy 7 W, Robbins, TX	Not Eligible	Concur	4	No
LE.054	0.4 miles east of CR 480, Normangee, TX	Not Eligible***	Unevaluated	4	No
LE.055	Perry Cemetery, CR 408, Normangee, TX	Not Eligible	Concur	4	No

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<b>Madison County</b>					
MA.001	6472 Metzler Ln., Normangee, TX	Not Eligible	Concur	4	No
MA.002	Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.003	Randolph Cemetery, Normangee, TX	Eligible	Eligible	4	Adjacent to LOD
MA.004a	5192 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	Yes
MA.004b	5193 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.004c	5194 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.005a	4806 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.005b	4807 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	Yes
MA.006	4656 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.007	8358 FM 2289, Normangee, TX	Not Eligible	Concur	4	No
MA.008a	FM 2289, Normangee, TX	Not Eligible	Concur	4	No
MA.008b	FM 2290, Normangee, TX	Not Eligible	Concur	4	No
MA.009	7610 FM 2289; Union Baptist Church, Normangee, TX	Not Eligible	Concur	4	Yes
MA.010	Tenmile Cemetery, Normangee, TX	Not Eligible	Concur	4	Adjacent to LOD

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MA.011a	3578 Poteet and CR 326, Normangee, TX	Not Eligible	Concur	4	Yes
MA.011b	3578 Poteet and CR 326, Normangee, TX	Not Eligible	Concur	4	Yes
MA.012	2054 Poteet, Normangee, TX	Not Eligible	Concur	4	No
MA.013	8706 FM 978, Normangee, TX	Not Eligible	Concur	4	Yes
MA.014	FM 1452 W., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.015a	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible	Concur	4	No
MA.015b	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible	Concur	4	No
MA.015c	7448 Oxford Cemetery Rd.; Tex Bar Ranch, North Zulch, TX	Not Eligible	Concur	4	No
MA.016a	7723 Oxford Cemetery Rd., North Zulch, TX	Not Eligible	Concur	4	No
MA.016b	7723 Oxford Cemetery Rd., North Zulch, TX	Not Eligible	Concur	4	No
MA.017	7269 Oxford Cemetery Rd., North Zulch, TX	Not Eligible	Concur	4	Yes
MA.018	7045 Oxford Cemetery Rd., North Zulch, TX	Not Eligible	Concur	4	No
MA.019	Oxford Cemetery, North Zulch, TX	Eligible*	Concur	4	No
MA.020	7739 US 190 (SH 21), North	Not Eligible	Concur	4	Yes

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	Zulch, TX				
MA.021	7792 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	No
MA.022	7882 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	No
MA.023	7808 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	No
MA.024	7991 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	Yes
MA.025a	8002 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	No
MA.025b	8002 SH 21 W, North Zulch, TX	Not Eligible	Concur	4	No
MA.026	7715 US 190, North Zulch, TX	Not Eligible	Concur	4	No
MA.027	Strawther Rd., North Zulch, TX	Not Eligible	Concur	4	Yes
MA.028	7030 Strawther Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
<del>MA.029a</del>	<del>FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
<del>MA.029b</del>	<del>FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
<del>MA.029c</del>	<del>FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
<del>MA.030</del>	<del>FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
MA.031a	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031b	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031c	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031d	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031e	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031f	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031g	FM 1372, Valley View, TX	Not Eligible	Concur	4	No

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As of May 2019**

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MA.031h	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031i	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031j	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031k	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031l	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031m	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.031n	FM 1372, Valley View, TX	Not Eligible	Concur	4	No
MA.032a	FM 1372, North Zulch, TX	Not Eligible	Concur	4	No
MA.032b	FM 1372, North Zulch, TX	Not Eligible	Concur	4	No
MA.033	FM 1372, North Zulch, TX	Not Eligible	Concur	4	No
<del>MA.034</del>	<del>FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
<del>MA.035</del>	<del>Unknown Graves, FM 1372, North Zulch, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>4</del>	<del>No</del>
MA.036	Duggan Ln., North Zulch, TX	Not Eligible	Concur	4	No
MA.037	Duggan Ln., North Zulch, TX	Not Eligible	Concur	4	No
MA.038a	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.038b	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.038c	Crane Ln., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.039	Bethel Cemetery Rd., North Zulch, TX	Not Eligible***	Unevaluated	4	No
MA.040	24393 OSR TX, Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.041	Puddin Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No

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MA.042a	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042b	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042c	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042d	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.042e	3096 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.043a	2422 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.043b	2422 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.043c	2450 Hendrix Ln., Normangee, TX	Not Eligible***	Unevaluated	3C	No
MA.044	Waldrip Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	Yes
MA.045a	Green Oaks Ln., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.045b	Green Oaks Ln., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.046a	Greenbriar Rd, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.046b	Greenbriar Rd, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.047	Sweet Home Cemetery, Waldrip Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048a	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048b	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048c	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048d	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No

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MA.048e	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048f	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048g	7699 Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.048h	7699 Greenbriar Rd.,, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049a	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049b	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049c	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049d	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049e	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.049f	Greenbriar Rd.; Seven J Ranch, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.050	Greenbriar Rd., Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051a	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051b	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051c	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No

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MA.051d	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.051e	3994 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.052	3751 FM 978, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.053a	Fellowship Cemetery, 2953 FM 1452, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.053b	Fellowship Church Grave, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.054	Unnamed Road off SH 21 W, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.055a	4281 Cottonwood Rd./ CR 407, Madisonville, TX	Not Eligible***	Unevaluated	3C	Yes
MA.055b	4281 Cottonwood Rd./ CR 407, Madisonville, TX	Not Eligible***	Unevaluated	3C	No
MA.056a	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	Yes
MA.056b	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.056c	6619 FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.057a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.057b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.058a	5883 Preston Rd., North Zulch, TX	Not Eligible***	Unevaluated	3C	Yes
MA.058b	5883 Preston Rd., North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.059a	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.059b	FM 1372, North Zulch, TX	Not Eligible***	Unevaluated	3C	No
MA.060a	6600 Dawkins Rd., Normangee,	Not Eligible	Concur	4	No

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	TX				
MA.060b	6600 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.060c	6600 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.060d	6600 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.061a	6639 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.061b	6639 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.061c	6639 Dawkins Rd., Normangee, TX	Not Eligible	Concur	4	No
MA.062		Not Eligible***	Unevaluated	4	No
MA.063	4155 Strawther Rd., North Zulch, TX	Not Eligible	Concur	4	No

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<b>Grimes County</b>					
GR.001	Bethel Cemetery, Bedias, TX	Eligible**	Unevaluated	3C	No
GR.002	Shiloh Baptist Church, 6311 FM 1696, Bedias, TX	Not Eligible	Concur	5	No
GR.003	Pankey-Shiloh Cemetery, Iola, TX	Not Eligible	Concur	5	No
GR.004a	FM 1696, Bedias, TX	Not Eligible	Concur	5	No
GR.004b	FM 1696, Bedias, TX	Not Eligible	Concur	5	No
GR.004c	FM 1696, Bedias, TX	Not Eligible	Concur	5	No
GR.005	CR 150, N of Union Hill Cemetery, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.006	Union Hill Cemetery, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.007	15619 SH 90 N., Bedias, TX	Not Eligible	Concur	5	Yes
GR.008a	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.008b	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.009	Neff Lane, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.010a	2419 CR 155, Bedias, TX	Not Eligible	Concur	5	No
GR.010b	2419 CR 155, Bedias, TX	Not Eligible	Concur	5	No
GR.011a	1702 CR 155, Bedias, TX	Not Eligible	Concur	5	No
GR.011b	1702 CR 155, Bedias, TX	Not Eligible	Concur	5	No
GR.012	SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.013a	14794 SH 90 N, Bedias, TX	Not Eligible	Concur	5	No
GR.013b	14794 SH 90 N, Bedias, TX	Not Eligible	Concur	5	No

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GR.013c	14794 SH 90 N, Bedias, TX	Not Eligible	Concur	5	No
GR.013d	14794 SH 90 N, Bedias, TX	Not Eligible	Concur	5	No
GR.013e	14794 SH 90 N, Bedias, TX	Not Eligible	Concur	5	No
GR.014a	14781 SH 90 N, Bedias, TX	Not Eligible	Concur	5	Yes
GR.014b	14781 SH 90 N, Bedias, TX	Not Eligible	Concur	5	Yes
GR.014c	14781 SH 90 N, Bedias, TX	Not Eligible	Concur	5	Yes
GR.015	14234 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.016a	SH 90, Bedias, TX	Not Eligible	Concur	5	No
GR.016b	SH 90, Bedias, TX	Not Eligible	Concur	5	No
GR.017	13900 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.018a	3094 CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.018b	3094 CR 176, Bedias, TX	Not Eligible	Concur	5	No
<del>GR.019</del>	<del>3186 CR 176, Bedias, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
GR.020	2824 CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.021	2815 CR 176, Bedias, TX	Not Eligible	Concur	5	Yes
GR.022a	CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.022b	CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.022c	CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.023	CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.024	Singleton Cemetery, CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.025a	2571 CR 176, Bedias, TX	Not Eligible	Concur	5	No

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GR.025b	2571 CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.025c	2571 CR 176, Bedias, TX	Not Eligible	Concur	5	No
GR.026a	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.026b	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.026c	9778 High Star Ln., Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.027	10357 SH 90 N, Bedias, TX	Not Eligible***	Unevaluated	5	No
GR.028a	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028b	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028c	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028d	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028e	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028f	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028g	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028h	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028i	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028j	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028k	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	Yes
GR.028l	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028m	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.028n	SH 90 N at CR 226, Bedias, TX	Not Eligible	Concur	5	No
GR.029a	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No

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GR.029b	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.029c	SH 30, Anderson, TX	Not Eligible***	Unevaluated	5	No
<del>GR.030</del>	<del>8340 Railroad Ave., Anderson, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
<del>GR.031</del>	<del>Oakland Baptist Church, 8426 Railroad Ave., Anderson, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
GR.032a	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032b	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032c	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032d	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032e	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032f	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032g	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.032h	7313 SH 90 N, Anderson, TX	Not Eligible	Concur	5	No
GR.033	Ratliff Cemetery, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.034a	Old Oakland Cemetery, Roans Prairie, TX	Not Eligible	Concur	5	No
GR.034b	Old Oakland Cemetery, Roans Prairie, TX	Not Eligible	Concur	5	No
GR.035	6916 SH 90 N, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.036	Pole Line Rd., Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.037a	4089 CR 219, Anderson, TX	Not Eligible	Concur	5	No
GR.037b	4089 CR 219, Anderson, TX	Not Eligible	Concur	5	No

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GR.037c	4089 CR 219, Anderson, TX	Not Eligible	Concur	5	No
GR.037d	4089 CR 219, Anderson, TX	Not Eligible	Concur	5	No
GR.037e	4089 CR 219, Anderson, TX	Not Eligible	Concur	5	No
GR.038a	3142 Wrangler Ln., Anderson, TX	Not Eligible	Concur	5	No
GR.038b	3142 Wrangler Ln., Anderson, TX	Not Eligible	Concur	5	No
GR.038c	3142 Wrangler Ln., Anderson, TX	Not Eligible	Concur	5	No
GR.038d	3142 Wrangler Ln., Anderson, TX	Not Eligible	Concur	5	No
GR.039	3796 CR 219, Anderson, TX	Not Eligible	Concur	5	No
GR.040a	5001 CR 220, Anderson, TX	Not Eligible	Concur	5	No
GR.040b	5001 CR 220, Anderson, TX	Not Eligible	Concur	5	No
GR.041	3833 Cedar Hill Ln, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.042a	4973 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.042b	4973 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.042c	4973 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.042d	4973 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.043	4455 FM 149 E, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.044a	4691 FM 149 E, Anderson, TX	Not Eligible	Concur	5	Yes
GR.044b	4691 FM 149 E, Anderson, TX	Not Eligible	Concur	5	Yes
GR.045a	4804 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.045b	4804 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.046a	4277 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No

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As of May 2019**

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GR.046b	4277 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.046c	4277 FM 149 E, Anderson, TX	Not Eligible	Concur	5	No
GR.047a	FM 149 E, Richards, TX	Not Eligible***	Unevaluated	5	No
GR.047b	FM 149 E, Richards, TX	Not Eligible***	Unevaluated	5	No
GR.048a	2046 CR 222, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.048b	2046 CR 222, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.049	4313 FM 2819, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.050	Mason Cemetery, Anderson, TX	Not Eligible	Concur	5	No
GR.051a	4097 FM 2819, Anderson, TX	Not Eligible	Concur	5	No
GR.051b	4099 FM 2819, Anderson, TX	Not Eligible	Concur	5	No
GR.051c	4099 FM 2819, Anderson, TX	Not Eligible	Concur	5	No
GR.052a	4339 FM 2819, Anderson, TX	Not Eligible	Concur	5	No
GR.052b	4339 FM 2819, Anderson, TX	Not Eligible	Concur	5	No
GR.052c	4339 FM2819, Anderson, TX	Not Eligible	Concur	5	No
GR.052d	4339 FM2819, Anderson, TX	Not Eligible	Concur	5	No
<del>GR.053</del>	<del>5169 FM 2819, Anderson, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
GR.054	FM 2819, Navasota, TX	Not Eligible***	Unevaluated	5	Yes
GR.055a	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes
GR.055b	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.055c	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	No
GR.055d	FM 2819, Anderson, TX	Not Eligible***	Unevaluated	5	Yes

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GR.056	5044 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.057	5056 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.058a	5319 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.058b	5319 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.058c	5319 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.058d	5319 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.059	FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.060	5541 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.060b	5541 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.060c	5541 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.060d	5541 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.061a	5546 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.061b	5546 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.061c	5546 FM 1774, Anderson, TX	Not Eligible	Concur	5	No
GR.062	5150 Cypress Wood Dr., Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.063a	5360 Cypress Wood Dr., Navasota, TX	Not Eligible	Concur	5	No
GR.063b	5360 Cypress Wood Dr., Navasota, TX	Not Eligible	Concur	5	No
GR.064	5381 Izard Dr., Navasota, TX	Not Eligible	Concur	5	No
GR.065	FM 2445, Navasota, TX	Not Eligible	Concur	5	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
GR.066a	7058 CR309, Navasota, TX	Not Eligible	Concur	5	No
GR.066b	7058 CR 309, Navasota, TX	Not Eligible	Concur	5	No
GR.066c	7058 CR 309, Navasota, TX	Not Eligible	Concur	5	No
GR.067a	CR 309, Navasota, TX	Not Eligible	Concur	5	No
GR.067b	CR 309, Navasota, TX	Not Eligible	Concur	5	No
GR.067c	CR 309, Navasota, TX	Not Eligible	Concur	5	No
<del>GR.068</del>	<del>CR 313, Navasota, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
GR.069	CR 313, Navasota, TX	Not Eligible***	Unevaluated	5	No
GR.070a	10011 CR 311, Plantersville, TX	Not Eligible	Concur	5	Yes
GR.070b	10011 CR 311, Plantersville, TX	Not Eligible	Concur	5	No
<del>GR.071</del>	<del>Stonhamville/Simmons Chapel Cemetery, Old Gabriel Rd., Stonham, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
GR.072	7422 CR 202, Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.073	Cedar Hill Ln., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.074	8550 Hickory Rd., Plantersville, TX	Not Eligible	Concur	5	No
GR.075a	8591 Carolyn Ct., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.075b	8591 Carolyn Ct., Plantersville, TX	Not Eligible***	Unevaluated	5	No
GR.076	6860 FM 2445, Navasota, TX	Not Eligible	Concur	5	No
GR.077	CR 331, Plantersville, TX	Not Eligible	Concur	5	No

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<b>Waller County</b>					
WA.001	29309 Sheffield Rd., Hockley, TX	Not Eligible	Concur	5	No
WA.002	29223 Sheffield Rd., Hockley, TX	Not Eligible***	Unevaluated	5	No
WA.003a	451 Bowler Rd., Waller, TX	Not Eligible	Concur	5	No
WA.003b	451 Bowler Rd., Waller, TX	Not Eligible	Concur	5	No
WA.003c	451 Bowler Rd., Waller, TX	Not Eligible	Concur	5	No
WA.003d	451 Bowler Rd., Waller, TX	Not Eligible	Concur	5	No
WA.004a	340 Bowler Rd., Waller, TX	Not Eligible	Concur	5	Yes
WA.004b	340 Bowler Rd., Waller, TX	Not Eligible	Concur	5	Yes
WA.005	29530 FM 1488, Waller, TX	Not Eligible	Concur	5	No
WA.006	29503 FM 1488, Waller, TX	Not Eligible	Concur	5	Yes
WA.007	FM 1488 @ Hegar Rd., Hockley, TX	Not Eligible	Concur	5	Yes
WA.008a	31910 Joseph Rd., Hockley, TX	Not Eligible	Concur	5	No
WA.008b	31910 Joseph Rd., Hockley, TX	Not Eligible	Concur	5	No
WA.009	30525 Hegar Rd., Hockley, TX	Not Eligible	Concur	5	No
WA.010	29036 FM 1488, Hockley, TX	Not Eligible	Concur	5	No

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HA.001a	23327 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.001b	23327 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.001c	23327 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.001d	23327 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.001e	23327 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.002a	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.002b	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.002c	29402 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003a	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003b	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003c	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.003d	Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.004a	29702 Castle Rd., Waller, TX	Eligible	Concur	5	No
HA.004b	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.004c	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
HA.004d	29702 Castle Rd., Waller, TX	Not Eligible	Concur	5	No
<del>HA.005</del>	<del>Binford Rd., Waller, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
<del>HA.006</del>	<del>22410 Binford Rd., Waller, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
HA.007	21523 Binford Rd., Waller, TX	Not Eligible	Concur	5	No
HA.008a	37818 Hempstead Hwy., Waller, TX	Not Eligible	Concur	5	No
HA.008b	37818 Hempstead Hwy., Waller, TX	Not Eligible	Concur	5	No

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HA.008c	37818 Hempstead Hwy., Waller, TX	Not Eligible	Concur	5	No
HA.008d	37818 Hempstead Hwy., Waller, TX	Not Eligible	Concur	5	No
HA.009a	29406 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.009b	29406 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur		
HA.010a	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010b	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010c	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010d	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010e	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	Yes
HA.010f	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010g	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010h	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
HA.010i	29515 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No

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HA.011	29407 Burton Cemetery Rd., Waller, TX	Not Eligible	Concur	5	No
<del>HA.012a</del>	<del>17250 Kickapoo Rd., Waller, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
<del>HA.012b</del>	<del>17250 Kickapoo Rd., Waller, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
HA.013	17210 Kickapoo Rd., Waller, TX	Not Eligible	Concur (demolished)	5	No
HA.014	28802 Betka Rd., Waller TX	Not Eligible	Concur	5	No
<del>HA.015a</del>	<del>16611 Warren Ranch Rd., Hockley, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
<del>HA.015b</del>	<del>16611 Warren Ranch Rd., Hockley, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
HA.016a	16207 Katy Hockley Rd, Hockley, TX	Not Eligible	Concur	5	No
HA.016b	16207 Katy Hockley Rd, Hockley, TX	Not Eligible	Concur	5	Yes
HA.017	15750 Becker Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.018a	House Estate 15419 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.018b	15419 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.018c	15419 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.019	Katy Hockley Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.020	Katy Hockley Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.021a	15406 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.021b	15406 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.021c	15406 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.021d	15406 House Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.022a	29101 Northwest Fwy., Hockley, TX	Not Eligible***	Unevaluated	5	No

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HA.022b	29101 Northwest Fwy., Hockley, TX	Not Eligible***	Unevaluated	5	No
HA.023a	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	Yes
HA.023b	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	Yes
HA.023c	15710 House Hahl Rd., Hockley, TX	Not Eligible	Concur	5	No
HA.024a	26114 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024b	Humble Oil Station 26110 Hempstead Rd., Cypress, TX	Eligible*	Concur	5	No
HA.024c	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024d	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024e	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024f	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024g	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024h	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.024i	26102 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.025	25610 Hempstead Rd., Cypress, TX	Not Eligible*	Concur	5	No
HA.026	24815 US 290, Cypress, TX	Not Eligible	Concur	5	No
HA.027	17222 Lewis Dr., Cypress, TX	Not Eligible	Concur (demolished)	5	No
HA.028	17210 Lewis Dr., Cypress, TX	Not Eligible	Concur (demolished)	5	No
HA.029a	17110 Lewis Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.029b	17110 Lewis Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.030	17119 Lewis Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.031	16227 Duffton St., Cypress, TX	Not Eligible	Concur	5	Yes

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HA.032a	22802 Northwest Fwy., Cypress, TX	Not Eligible*	Concur	5	No
HA.32b	22802 Northwest Fwy., Cypress, TX	Not Eligible*	Concur		
HA.033	21902 US 290, Cypress, TX	Not Eligible*	Concur	5	No
HA.034a	21833 McCamey Dr., Cypress, TX 77429	Not Eligible*	Concur	5	No
HA.034b	21833 McCamey Dr., Cypress, TX 77429	Not Eligible*	Concur	5	No
HA.035	21819 McCamey Dr., Cypress, TX 77429	Not Eligible	Concur	5	No
HA.036	21811 McCamey Dr., Cypress, TX 77429	Not Eligible	Concur	5	No
HA.037	21807 McCamey Dr., Cypress, TX 77429	Not Eligible	Concur (demolished)	5	No
HA.038	21711 McCamey Dr., Cypress, TX 77429	Not Eligible	Concur	5	No
HA.039a	10430 Hemwick Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.039b	10430 Hemwick Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.040a	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Concur	5	No
HA.040b	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Concur	5	No
HA.040c	21613 (21615) Northwest Fwy., Cypress, TX	Not Eligible*	Concur	5	No
HA.040d	21613 (21615) Northwest Fwy.,	Not Eligible*	Concur	5	No

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	Cypress, TX				
HA.041a	20818 Hempstead Rd., Cypress, TX 77429	Not Eligible*	Concur	5	No
HA.041b	20818 Hempstead Rd., Cypress, TX 77429	Not Eligible*	Concur	5	No
HA.042a	9330 Jackrabbit Rd., Houston, TX 77429	Not Eligible	Concur	5	Yes
HA.042b	9330 Jackrabbit Rd., Houston, TX 77429	Not Eligible	Concur	5	Yes
HA.043a	9118 Jackrabbit Rd., Houston, TX 77095	Not Eligible***	Unevaluated	5	No
HA.043b	9118 Jackrabbit Rd., Houston, TX 77095	Not Eligible***	Unevaluated	5	No
HA.044a	19191 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.044b	19191 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.045	18340 Northwest Fwy., Houston, TX	Not Eligible	Concur	5	No
HA.046	17914 Northwest Fwy., Houston, TX 77065	Not Eligible*	Concur	5	No
HA.047a	17910 Northwest Fwy., Houston, TX 77065	Not Eligible*	Concur	5	No
HA.047b	17910 Northwest Fwy., Houston, TX 77065	Not Eligible*	Concur	5	No
HA.048	12210 Taylor Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.049	7938 Wright Rd., Houston, TX	Not Eligible	Concur	5	Yes

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.050a	17610 Northwest Fwy., Houston, TX 77065	Not Eligible	Concur	5	No
HA.050b	17610 Northwest Fwy., Houston, TX 77065	Not Eligible	Concur	5	No
HA.050c	17610 Northwest Fwy., Houston, TX 77065	Not Eligible	Concur	5	No
HA.050d	17610 Northwest Fwy., Houston, TX 77065	Not Eligible	Concur	5	No
HA.051	7700 Wright Rd., Houston, TX 77041	Not Eligible***	Unevaluated	5	No
HA.052	11502 Charles Rd., Houston, TX 77041	Not Eligible	Concur	5	No
HA.053	16700 Northwest Fwy., Houston, TX 77040	Not Eligible	Concur	5	No
HA.054	16634 Northwest Fwy., Houston, TX 77040	Not Eligible	Concur	5	No
HA.055	FM 529, Houston, TX 77041	Not Eligible	Concur	5	Yes
HA.056	6950 W. Sam Houston Pkwy., Houston, TX	Not Eligible	Concur	5	No
HA.057	Hempstead Highway box culvert	Not Eligible*	Concur	5	Yes
HA.058a	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058b	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058c	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058d	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.058e	14812 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

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HA.059a	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059b	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059c	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059d	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059e	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.059f	14742 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.060	14735 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.061	14720 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.062a	14618 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.062b	14618 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.063	6315 Gessner Dr., Houston, TX 77041	Not Eligible	Concur	5	No
HA.064a	6310 Gessner Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.064b	6310 Gessner Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.065	14619 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.066a	14617 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.066b	14617 Sommermeyer St., Houston, TX	Not Eligible*	Concur	5	No
HA.067	14517 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.068a	14515 Sommermeyer St. Houston, TX	Not Eligible*	Concur	5	No
HA.068b	14515 Sommermeyer St. Houston, TX	Not Eligible*	Concur	5	No
HA.069	14428 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.070	14507 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No

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**Historic Resources within Dallas to Houston High Speed Rail APE  
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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.071	14503 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.072	14406 Hempstead, Houston, TX	Not Eligible	Concur	5	No
HA.073	5900 Teague Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.074	Fairbanks Cemetery 5500 Stonington St., Houston, TX	Not Eligible*	Concur	5	No
HA.075	5420 Stonington St., Houston, TX	Not Eligible*	Concur	5	No
HA.076	14240 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.077	14234 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.078	14230 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.079	14230 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.080	14226 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.081	14239 Sommermeyer St., Houston, TX	Not Eligible	Concur	5	No
HA.082	14138 Hempstead Rd., Houston, TX	Not Eligible	Concur (demolished)	5	No
HA.083	14138 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.084	14117 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.085	14120 Hempstead Rd., Houston, TX	Not Eligible*	Concur (demolished)	5	No
HA.086	14101 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.087	14114 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.088	14004 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.089	14010 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.090	13909 Aston St., Houston, TX	Not Eligible	Concur	5	No
HA.091	13826 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.092a	13822 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.092b	13822 Hempstead Rd, Houston, TX	Not Eligible*	Concur	5	No
HA.093a	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.093b	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.093c	13810 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.094	13802 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.095	13706 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.096	13636 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097a	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097b	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097c	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097d	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097e	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.097f	13432 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.098	5518 Wyandott Blvd., Houston, TX	Not Eligible	Concur	5	No
HA.099	5514 Wyandott Blvd., Houston, TX	Not Eligible	Concur	5	No
HA.100a	13438 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.100b	13438 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.101	13330 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102a	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102b	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No

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Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.102c	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102d	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102e	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102f	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102g	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102h	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102i	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102j	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.102k	13300 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.103	12830 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.104	12814 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.105	12640 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.106	12614 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.107	12608 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.108	4011 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.109	4005 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.110	8520 Pitner Rd., Houston, TX	Not Eligible	Concur	5	No
HA.111	12516 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.112	4006 Northfield Ln., Houston, TX	Not Eligible*	Concur	5	No
HA.113	4002 Northfield Ln., Houston, TX	Not Eligible*	Comment - (Field verification needed)****	5	No

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HA.114	12430 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.115	12407 Sowden Rd., Houston, TX	Not Eligible	Concur	5	No
HA.116	12308 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.117a	12408 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.117b	12408 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.118a	6757 Limestone St. Houston, TX	Not Eligible*	Concur	5	No
HA.118b	6757 Limestone St. Houston, TX	Not Eligible*	Concur	5	No
HA.119	6753 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.120	6749 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.121a	6745 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.121b	6745 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.122a	6741 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.122b	6741 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.123	6737 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.124	6733 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125a	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125b	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.125c	6729 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.126	6725 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.127	8426 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.128a	8422 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No

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HA.128b	8422 Rannie Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.129a	6721 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.129b	6721 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.130	6717 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.131	6713 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.132a	12237 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.132b	12237 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.133	8409 Rannie Rd., Houston, TX	Not Eligible	Concur	5	No
HA.134	6709 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.135	12233 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.136a	6705 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.136b	6705 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.137a	6701 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.137b	6701 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.138	12229 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.139	12221 Sowden Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.140a	6693 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.140b	6693 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.141	12221 Sowden Rd., Houston, TX	Not Eligible	Concur	5	No
HA.142	12102 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.143	6689 Limestone St., Houston, TX	Not Eligible*	Concur	5	No

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HA.144	6685 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.145a	4004 Bingle Rd., Houston, TX	Not Eligible*	Comment - (Field verification needed)****	5	No
HA.145b	4004 Bingle Rd., Houston, TX	Not Eligible*	Comment - (Field verification needed)****	5	No
HA.146	6681 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.147	6677 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.148	6673 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.149	6661 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.150	8400 Rayson Rd., Houston, TX	Not Eligible	Concur	5	No
HA.151	6665 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.152	4004 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.153	6669 Limestone St., Houston, TX	Not Eligible*	Concur	5	No
HA.154a	3537 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.154b	3537 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.155	12014 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.156a	8422 Bascom Ln., Houston, TX	Not Eligible	Concur	5	No
HA.156b	8422 Bascom Ln., Houston, TX	Not Eligible	Concur	5	No
HA.157	3535 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.158	3500 Bingle Rd., Houston, TX	Not Eligible*	Concur	5	No

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HA.159	3350 Bingle Rd., Houston, TX	Not Eligible	Concur	5	No
HA.160	Sowden Rd., Houston, TX	Not Eligible	Concur	5	No
HA.161	11934 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162a	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162b	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162c	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162d	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.162e	11922 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.163	3330 Lang Rd., Houston, TX	Not Eligible	Concur	5	No
HA.164a	11912 Hempstead Hwy., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.164b	11912 Hempstead Hwy., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.165	2550 Spenwick Dr., Houston, TX	Not Eligible	Concur	5	No
HA.166	7930 Blankenship Dr., Houston, TX	Not Eligible	Concur	5	No
HA.167	11802 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.168	11710 Hempstead Rd., Houston, TX	Not Eligible*	Comment - (Field verification needed)****	5	No
HA.169	11730 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.170	11718 Deborah, Houston, TX	Not Eligible	Concur	5	No
HA.171a	6328 W 34th St., Houston, TX	Not Eligible	Concur	5	No
HA.171b	6328 W 34th St., Houston, TX	Not Eligible	Concur	5	No
HA.172	11530 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

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HA.173	11514 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.174	6102 Centralcrest St., Houston, TX	Not Eligible	Concur	5	No
HA.175	6016 Centralcrest St., Houston, TX	Not Eligible	Concur	5	No
HA.176	6012 Centralcrest St., Houston, TX	Not Eligible	Concur	5	No
HA.177	6100 Centralcrest St. Houston, TX	Not Eligible*	Concur	5	No
HA.178a	6010 Centralcrest St., Houston, TX	Not Eligible*	Concur	5	No
HA.178b	6010 Centralcrest St., Houston, TX	Not Eligible*	Concur	5	No
HA.179a	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179b	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179c	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179d	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179e	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179f	11442 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.179g	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.179h	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.179i	11442 Hempstead Rd., Houston, TX	Not Eligible *	Concur	5	No
HA.180	6013 Centralcrest St., Houston, TX	Not Eligible *	Concur	5	No
HA.181	11505 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.182	11413 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.183	11329 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.184	11260 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No

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\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.185	11321 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.186a	11217 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.186b	11217 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.187a	11209 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.187b	11209 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.188a	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.188b	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.188c	11205 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.189	11200 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.190a	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.190b	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.190c	11251 Todd St., Houston, TX	Not Eligible*	Concur	5	No
HA.191a	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191b	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191c	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191d	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191e	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191f	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191g	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191h	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191i	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.191j	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191k	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.191l	10612 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.192a	2106 Antoine Dr., Houston, TX	Not Eligible*	Concur	5	No
HA.192b	2106 Antoine Dr., Houston, TX	Not Eligible*	Concur	5	No
HA.193	10626 Hempstead Rd., Houston, TX	Not Eligible***	Unevaluated	5	No
HA.194	10701 Todd St., Houston, TX	Not Eligible	Concur	5	No
HA.195a	2075 Afton St., Houston, TX	Not Eligible	Concur	5	No
HA.196a	2300 Fairway Park Dr., Houston, TX	Not Eligible	Concur	5	No
HA.196b	2300 Fairway Park Dr., Houston, TX	Not Eligible	Concur	5	No
HA.196b	2300 Fairway Park Dr., Houston, TX	Not Eligible	Concur	5	No
HA.197	10444 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.198	10312 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.199a	10110 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.199b	10110 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.200a	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200b	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200c	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200d	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200e	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200f	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

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\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.200g	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200h	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.200i	10031 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.201	10130 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.202a	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	Yes
HA.202b	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	Yes
HA.202c	4722 W 18th St., Houston, TX	Not Eligible*	Concur	5	Yes
HA.203	1716 Mangum Rd., Houston, TX	Not Eligible	Concur	5	Yes
HA.204a	9999 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.204b	9999 Hempstead Rd., Houston, TX	Not Eligible	Concur	5	No
HA.205a	9500 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.205b	9500 Hempstead Rd., Houston, TX	Not Eligible*	Concur	5	Yes
HA.206	1535 N. Post Oak Rd., Houston, TX	Not Eligible*	Concur	5	No
HA.207a	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	No
HA.207b	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	No
HA.207c	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	No
HA.207d	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	No
HA.207e	1523 Post Oak Blvd., Houston, TX	Not Eligible*	Concur	5	No
HA.208	Tex-Tube 1503 N Post Oak Rd., Houston, TX	Eligible*	Concur	5	No
HA.209	5900 Westview Dr., Houston, TX	Not Eligible	Concur	5	No
<del>HA.210</del>	<del>4435 W 12th St., Houston, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>Yes</del>

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
<del>HA.211</del>	<del>1201 N Post Oak Rd., Houston, TX</del>	<del>Not Eligible</del>	<del>Unevaluated</del>	<del>5</del>	<del>No</del>
HA.212	1017 North Post Oak Rd., Houston	Not Eligible	Concur	5	No
HA.213	7122 Old Katy Rd., Houston, TX	Not Eligible	Concur	5	No
HA.214	1020 W Loop N, Houston, TX	Not Eligible	Concur	5	No
HA.215	730 N Post Oak Rd., Houston, TX	Not Eligible	Concur	5	No
HA.216	22414 Meadow Ct., Waller, TX	Not Eligible	Concur	5	No
HA.217a	29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.217b	29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.217c	29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.217d	29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.217e	29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.218a	29203 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.218b	29203 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.219	29210/29214 Waller Spring Creek Rd., Waller, TX	Not Eligible	Concur	5	No
HA.220	29815 Betka Rd., Waller, TX	Not Eligible	Concur	5	No

\* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.

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\*\*\*\*FRA concurs with THC recommendation.

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.221	16331 Channing Way, Cypress, TX	Not Eligible	Concur	5	No
HA.222	16315 Channing Way, Cypress, TX	Not Eligible	Concur	5	No
HA.223	16307 Channing Way, Cypress, TX	Not Eligible	Concur	5	No
HA.224	16230 Lee Way, Cypress, TX	Not Eligible	Concur	5	No
HA.225		Not Eligible	Concur	5	No
HA.226	16219 New Ann St., Cypress, TX	Not Eligible	Concur	5	No
HA.227	16218 Duffton Rd., Cypress, TX	Not Eligible	Concur	5	No
HA.228	16202 Duffton Rd., Cypress, TX	Not Eligible	Concur	5	No
HA.229	11822 Hamblin Rd., Cypress, TX	Not Eligible	Concur	5	No
HA.230	15910 McCearley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.231	15902 McCearley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.232	15826 McCearley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.233	11806 Hamblin Rd., Cypress, TX	Not Eligible	Concur	5	No
HA.234	16203 Duffton St., Cypress, TX	Not Eligible	Concur	5	No
HA.235	11802 Hamblin Rd., Cypress, TX	Not Eligible	Concur	5	No
HA.236	15826 Morley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.237	15903 Morley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.238	15827 Morley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.239	15811 Morley Dr., Cypress, TX	Not Eligible	Concur	5	No
HA.240	3515 Lumberdale Rd., Houston, TX	Not Eligible	Concur	5	No
HA.241	6322 W. 34 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No

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\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

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\*\*\*\*FRA concurs with THC recommendation.

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**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.242	6105 W. 34 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No
HA.243	6110 Gardendale Dr., Houston, TX	Not Eligible	Concur	5	No
HA.244	6118 Gardendale Dr., Houston, TX	Not Eligible	Concur	5	No
HA.245	2301 Wirt Rd., Houston, TX	Not Eligible	Concur	5	No
HA.246	2400 Wirt Rd., Houston, TX	Not Eligible	Concur	5	No
HA.247	11626 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.248	11618 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.249	11614 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.250	11610 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.251	2335 Harwood Dr., Houston, TX	Not Eligible	Concur	5	No
HA.252	2331 Harwood Dr., Houston, TX	Not Eligible	Concur	5	No
HA.253	11625 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.254	11623 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.255	11619 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.256	11615 Shoshone Rd., Houston, TX	Not Eligible	Concur	5	No
HA.257	2323 Harwood Dr., Houston, TX	Not Eligible	Concur	5	No
HA.258	2301 Central Pkwy., Houston, TX	Not Eligible	Concur	5	No
HA.259	4602 Dacoma St., Houston, TX	Not Eligible	Concur	5	No
HA.260	4622 Dacoma St., Houston, TX	Not Eligible	Concur	5	No
HA.261	2015 Pasket Ln., Houston, TX	Not Eligible	Concur	5	No
HA.262a	4400 W. 18 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No

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\*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.

\*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.

\*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.

**Historic Resources within Dallas to Houston High Speed Rail APE  
As of May 2019**

Resource ID	Address	NRHP Eligibility Recommendation	NRHP Eligibility SHPO Concurrence	Segment	Within LOD
HA.262b	4400 W. 18 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No
HA.262c	4400 W. 18 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No
HA.262d	4400 W. 18 <sup>th</sup> St., Houston, TX	Not Eligible	Concur	5	No

- \* The NRHP determination/status of the resource was previously concurred on by the THC as part of a separate investigation and reevaluated during the course of this survey.
- \*\* Through the literature review and background research the resource was determined to have a moderate potential for NRHP eligibility (*Moderate* = resource demonstrates historical significance, but is a relatively common type or has been altered and may not qualify individually for the NRHP). Field verification is required.
- \*\*\* Through the literature review and background research the resource was determined to have a low potential for NRHP eligibility (*Low* = resource lacks a demonstrated historical significance or has been substantially altered, and would most likely not qualify individually for the NRHP). Field verification is required.
- \*\*\*\*FRA concurs with THC recommendation.

Note: Resources that have been struck through are no longer within the Project APE due to design changes.





**Cultural Resources Survey Reports SHPO Concurrence**



TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 23, 2016

Michael Johnson, Acting Chief  
Division of Environmental and Corridor Planning  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and Antiquities Code of Texas, Review of Draft Interim Report: *Dallas to Houston High-Speed Rail Archeological Resources Survey, Ellis County* (FRA/TAC #7497/THC #201609870)

Dear Mr. Johnson:

Thank you for submitting to us the draft interim report referenced above. This letter serves as comment on the federal undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff, led by Rebecca Shelton, has completed its review of the above referenced interim report. Due to the lack of integrity or association with significant persons, we concur with the recommendations that sites 41EL268 and 41EL269 are **ineligible** for listing on the National Register of Historic Places (NRHP) or for designation for State Antiquities Landmark (SAL). We concur that site 41DL270 is **ineligible** within the project right-of-way and is of **undetermined** eligibility for listing on the NRHP or as an SAL outside of the right-of-way.

We concur with the recommendations that if Build Alternatives A, B, or C within Segment 2a of the Area of Potential Effect (APE) are selected, additional investigations will be required at the **Geaslin Cemetery** under provisions of the Texas Health and Safety Code and Penal Code.

We look forward to reviewing the additional interim reports. We understand that as the project proceeds, field investigations will be conducted where access was previously denied. Specifically, for this segment in Ellis County, sites 41EL182 and 41EL239 are of **undetermined** eligibility for listing on the NRHP or as SALs and are located within the APE. Finally, we anticipate additional field work will be conducted using mechanical testing to explore settings that have high potential for buried cultural deposits.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions please contact Rebecca Shelton of our staff, at (512) 463-6043 or Rebecca.Shelton@thc.texas.gov.**

Sincerely,



for  
Mark Wolfe  
State Historic Preservation Officer  
MW/rls



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

30 August 2016

Michael Johnsen, Acting Chief  
Division of Environmental and Corridor Planning  
Federal Rail Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

*Re: Project review under Section 106 of the National Historic Preservation Act of 1966  
Historic Resources Draft Interim Report for the Dallas to Houston High-Speed Rail, Limestone County, Texas (FRA)  
(AECOM Report LI.062016H.01)*

Dear Mr. Johnsen,

Thank you for submitting the draft report for the aforementioned project, in particular the segment of the proposed high-speed rail project that would pass through Limestone County. This letter serves as official comment on the proposed undertaking from Texas' State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC staff led by Linda Henderson reviewed the report, which was for non-archeological properties only. The archeological information was coordinated separately with our office. THC **concurs** with that the properties surveyed are **not eligible** for listing in the National Register of Historic Places. This segment of the project as presented will have **no effect** on historic properties.

We have comments on the survey information, which seems dependent on Central Appraisal District (CAD) construction dates. Resource LI.014, for example, was likely not built circa 1965; judging by its architectural features, its construction date was much earlier. Other properties are similarly dated on the survey forms using the CAD information and not based on the architectural features. This does not change our concurrence, but please provide more accurate information, even if still estimated, in the final reports. Please also ensure that future reports include estimates based on styles and features, not just CAD data, which is often incorrect for buildings constructed prior to the mid-20th century. We also were unclear on some of the building materials noted. LI.012a does not appear to have vinyl siding, as suggested, in the images provided, but it was hard to discern from the images. Finally, thank you for providing information on the Personville Cemetery, which is indeed mis-mapped on our Atlas, which shows it on the other side of the county. The Ebenezer Cemetery does exist, but not at the location mapped on the Atlas. Our cemetery staff will update the Atlas with the correct information.

Thank you again for coordination with our office and for helping identify and protect the state's architectural and cultural heritage. We look forward to receiving information for other segments of this project. Please contact us with any questions about our review: 512/463-5851 or [linda.henderson@thc.texas.gov](mailto:linda.henderson@thc.texas.gov).

Sincerely,



Linda Henderson, Historian  
For: Mark Wolfe, State Historic Preservation Officer



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Ellis County, Texas (FRA/106, AECOM Report EL.042017H.01, THC #201707409)*

Mr. Johnson:

Thank you for your correspondence of May 15, 2017, which we received on May 31, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 54.99 linear miles of build alternatives (Segments 1, 2a, 2b, 3a, and 3b; Alternatives A–F) that cross central Ellis County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Ellis County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the four previously identified resources listed in Table 2 are within the Ellis County APE. These properties include: the Boren-Reagor Springs Cemetery, which is designated as a Historic Texas Cemetery; the Geaslin Homestead, which has a plaque dedicated by the Palmer Preservation Society; and, two other identified cemeteries.

Background research identified 65 historic-age properties, containing 113 historic-age resources. Of these, 20 properties, containing 27 resources, have thus far been field verified and their eligibility for listing in the National Register evaluated. Based on all available information, THC concurs that the Geaslin Property (AECOM Survey #EL.016a–c) is *not* eligible for listing in the National Register. With previous alterations, additions, and the poor condition of the house (EL.016b) and barn (EL.016c), these features no longer retain sufficient historic integrity for listing, and the Geaslin Cemetery (EL.016a), ¼ mile to the northeast of the house, does not satisfy National Register Criteria Consideration D, by deriving its “primary importance from graves of persons of transcendent importance,

from age, from distinctive design features, or from association with historic events.” THC also concurs that the Geaslin Homestead (EL.020) is *not* eligible for listing in the National Register due to previous alterations, including replacement siding, replacement windows, construction of a front porch, and reconfiguration of the rear of the house. Finally, THC concurs that the following 18 properties are *not* eligible for listing in the National Register:

- House (AECOM Survey #EL.001)
- House (EL.006)
- House and Outbuildings (EL.007a–c)
- House and Outbuilding (EL.008a–b)
- House and Outbuilding (EL.009a–b)
- House and Outbuilding (EL.010a–b)
- House (EL.011)
- House (EL.012)
- House (EL.013)
- House (EL.014)
- House (EL.015)
- Shed (EL.018)
- Barn (EL.019)
- House (EL.021)
- House (EL.023)
- Manufactured Home (EL.024)
- Garage (EL.025)
- Barn (EL.027)

The remaining 45 historic-age properties within the Ellis County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Sylvia Stanford-Smith, Chair, Ellis County Historic Commission, *via email*



## TEXAS HISTORICAL COMMISSION

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June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Grimes County, Texas (FRA/106, AECOM Report GR.042017H.01, THC #201707234)*

Mr. Johnson:

Thank you for your correspondence of May 15, 2017, which we received on May 24, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 45.62 linear miles of build alternatives (Segments 3c, 4, and 5; Alternatives A–F) that cross central Grimes County. This report comprises only the literature review and background research phases of the Grimes County investigation; Grimes County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the nine previously identified resources listed in Table 2 in the report are within the Grimes County APE. These properties include: Bethel Cemetery and Ratliff Cemetery, which are each designated as Historic Texas Cemeteries; Oakland Baptist Church, which is designated as a Recorded Texas Historic Landmark; and, six other identified cemeteries. Finally, THC concurs that the 75 historic-age properties, containing 142 historic-age resources, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts



to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Joe Fultz, Grimes County Historical Commission, *via email*  
Russell Cushman, Grimes County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 13, 2017

Michael Johnson  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Waller County, Texas (FRA/106, AECOM Report WA.042017H.01, THC #201707227)*

Mr. Johnson:

Thank you for your correspondence of May 16, 2017, which we received on May 24, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 8.85 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northeastern Waller County. This report comprises only the literature review and background research phases of the Waller County investigation; Waller County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that there are no previously identified historic resources within the Waller County APE. Finally, THC concurs that the nine historic-age properties, containing twelve historic-age resources, identified through background research, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Truett Bell, Chair, Waller County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Freestone County, Texas (FRA/106, AECOM Report FR.042017H.01, THC #201706993)*

Mr. Johnsen:

Thank you for your correspondence of May 16, 2017, which we received on May 17, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 52.57 linear miles of build alternatives (Segments 3c, and 5; Alternatives A–F) that cross central and western Freestone County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Freestone County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the six previously identified resources listed in Table 2 are within the Freestone County APE. These properties include: the Johnson African American Cemetery and J.B. Johnson Cemetery, which are each designated as a Historic Texas Cemetery; subject markers at the Cotton Gin Cemetery and Furney Richardson School; and, two other identified cemeteries.

Background research identified 56 historic-age properties, containing 81 historic-age resources. Of these, 31 properties, containing 49 resources, were field verified and their eligibility for listing in the National Register was evaluated. THC concurs with your determination that the Furney Richardson School complex (AECOM Survey #FR.016a–g) is *eligible* for listing in the National Register under Criterion A for its association with education and social history, and that the proposed boundaries and list of contributing features are appropriate. We also concur that the Furney Richardson School building itself is individually eligible under Criterion A for education and social history and Criterion C for its architecture. Before we can comment on your proposed finding that the project will have no adverse effect on the Furney Richardson School complex, we request additional information on the

potential effects of the railroad—specifically, a rendering or simulation showing the elevated railroad crossing FM 1365 from the school property, and information on the potential for any vibratory effects to the school during construction and operation.

Based on all available information, THC recommends that the Johnson African American Cemetery (FR.034) be found *eligible* for listing in the National Register under Criterion A for ethnic history, meeting Criteria Consideration D for cemeteries, for its association with the local community of freed slaves. However, the Johnson African American Cemetery is located over 0.25 miles from the proposed railroad and is on the opposite side of Interstate 45. Given these factors, we recommend that the proposed project will have no adverse effect on the the Johnson African American Cemetery.

We also concur that the following 29 properties are *not* eligible for listing in the National Register:

- Red Cemetery (FR.001)
- Agricultural Complex (FR.002a–d)
- House (FR.005)
- Barn (FR.006)
- House (FR.007)
- Cotton Gin Cemetery (FR.008)
- Agricultural Buildings (FR.012a–b)
- Barn (FR.014)
- House (FR.015)
- House and Outbuilding (FR.017a–b)
- House (FR.018)
- Barns (FR.019a–b)
- House (FR.020)
- House and Outbuildings (FR.021a–d)
- House (FR.022)
- Asia-Antioch Cemetery (FR.024)
- House (FR.028)
- House (FR.029)
- Barn (FR.031)
- Barn (FR.032)
- J.N. Johnson Cemetery (FR.035)
- House (FR.036)
- House and Outbuilding (FR.037a–b)
- House (FR.041)
- House and Outbuilding (FR.042a–b)
- House (FR.049)
- House (FR.051)
- House (FR.052)
- Gas Station and House (FR.054a–b)

The remaining 25 historic-age properties within the Freestone County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,

Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Brad Pullin, Chair, Freestone County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

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June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Leon County, Texas (FRA/106, AECOM Report LE.042017H.01, THC #201706988)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on May 17, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 55.79 linear miles of build alternatives (Segments 3c and 4; Alternatives A–F) that cross central and western Leon County. This report comprises the literature review, background research, initial field work, and initial National Register eligibility evaluation phases of the Leon County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the six previously identified resources listed in Table 2 are within the Leon County APE. These properties include: Little Flock Cemetery, which is designated as a Historic Texas Cemetery; subject markers for Little Flock Cemetery and Fort Boggy; and, three other identified cemeteries.

Background research identified 50 historic-age properties, containing 66 historic-age resources. Of these, 17 properties, containing 24 resources, were field verified and their eligibility for listing in the National Register was evaluated. Based on all available information, THC recommends that the Little Flock Cemetery (AECOM Survey #LE.001a) be found *eligible* for listing in the National Register under Criterion A for community development, meeting Criteria Consideration D for cemeteries. We believe that the cemetery is a significant property as one of the only remaining features of the Bear Grass community, and for its association with the Bear Grass mine, including the remains of Mexican American and African American mine workers. We do concur that the Little Flock Church

(LE.001b), constructed circa 1980, is *not* eligible for listing in the National Register. However, if the route remains as proposed in this area and if heavy equipment avoids the cemetery during construction, given the distance to the proposed railroad (over 0.25 miles), the immediate surroundings—including the non-historic church and trees—and intrusive features in the larger setting—including high-voltage power lines and dozens of well pad sites—we recommend that the proposed project will have no adverse effect on the Little Flock Cemetery.

We also concur that the following 16 properties are *not* eligible for listing in the National Register:

- House and Outbuilding (LE.002a–b)
- House (LE.005)
- House and Outbuilding (LE.008a–b)
- Outbuilding (LE.011)
- House (LE.014)
- House and Outbuilding (LE.015a–b)
- House (LE.018)
- House (LE.020)
- Outbuilding (LE.021)
- House (LE.022)
- House and Outbuilding (LE.024a–c)
- House and Outbuilding (LE.026a–b)
- House (LE.027)
- Outbuilding (LE.028)
- House (LE.029)
- Outbuilding (LE.030)

The remaining 33 historic-age properties within the Leon County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Ray Gaskin, Chair, Leon County Historic Commission, *via email*



# TEXAS HISTORICAL COMMISSION

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June 14, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Navarro County, Texas (FRA/106, AECOM Report NA.042017H.01, THC #201707517)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on June 5, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 68.6 linear miles of build alternatives (Segments 3a, 3b, and 3c; Alternatives A–F) that cross central Navarro County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Navarro County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC also concurs that the three previously identified resources listed in Table 2 are within the Navarro County APE. These properties include the Ward Cemetery, Anderson Family Cemetery, and Shelton Family Cemetery, which are each designated as Historic Texas Cemeteries.

Background research identified 108 historic-age properties, containing 161 historic resources. Of these, 48 properties, containing 82 resources, were field verified and their eligibility for listing in the National Register was evaluated. THC concurs that the following 48 properties are *not* eligible for listing in the National Register:

- House (AECOM Survey #NA.001)
- Agricultural Buildings (NA.002a–b)
- Barn (NA.003)
- Barn (NA.004)
- Shelton Family Cemetery (NA.050)
- Agricultural Building (NA.054)
- House and Outbuilding (NA.056a–b)
- Barn (NA.058)



- Barn (NA.006)
- Agricultural Buildings (NA.010a-b)
- House and Outbuildings (NA.012a-e)
- Barn (NA.013)
- Agricultural Buildings (NA.015a-b)
- Barn (NA.016)
- Barn (NA.017)
- Barn (NA.018)
- House Ruins (NA.021)
- House and Outbuilding (NA.023a-b)
- House Ruins (NA.025)
- House and Outbuilding (NA.026a-b)
- House (NA.027)
- Barn (NA.032)
- House and Outbuildings (NA.038a-c)
- House and Outbuilding (NA.039a-b)
- Ward Cemetery (NA.040)
- House and Outbuildings (NA.045a-d)
- Anderson Family Cemetery (NA.046)
- Agricultural Buildings (NA.047a-d)
- Barn (NA.059)
- Agricultural Buildings (NA.061a-c)
- Barn (NA.062)
- Agricultural Buildings (NA.063a-b)
- Barn (NA.064)
- House and Outbuilding (NA.065a-b)
- House and Outbuilding (NA.066a-b)
- Barn (NA.070)
- House (NA.073)
- House and Outbuildings (NA.074a-c)
- Agricultural Buildings (NA.083a-b)
- House and Outbuilding (NA.084)
- House (NA.086)
- House (NA.087)
- Barn (NA.093)
- House (NA.097)
- House and Outbuildings (NA.100a-c)
- Barn (NA.104)
- House Ruins and Outbuildings (NA.105a-d)
- House and Outbuilding (NA.107a-b)

The remaining 60 historic-age properties within the Navarro County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Bruce McManus, Chair, Navarro County Historical Commission, *via email*



## TEXAS HISTORICAL COMMISSION

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June 30, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Madison County, Texas (FRA/106, AECOM Report MA.042017H.01, THC #201707963)*

Mr. Johnsen:

Thank you for your correspondence of May 15, 2017, which we received on June 21, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 32.8 linear miles of build alternatives (Segments 3c and 4; Alternatives A–F) that cross central Madison County. This report comprises only the literature review and background research phases of the Madison County investigation; and with the exception of one property, Oxford Cemetery, Madison County fieldwork and the evaluation of the eligibility of historic-age properties for listing in the National Register of Historic Places have not yet been completed. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research are appropriate. THC concurs that the seven previously identified resources listed in Table 2 are within the Madison County APE. These properties include Oxford Cemetery and Ten Mile Cemetery, which are each designated as Historic Texas Cemeteries, and five other identified cemeteries. THC also concurs that the 59 historic-age properties, containing 118 historic-age resources, identified through background research, should be field verified and their eligibility for listing in the National Register should be evaluated. When available, this information should be submitted as an addendum to this report.

THC concurs with your determination that Oxford Cemetery (AECOM survey #MA.019) is *eligible* for listing in the National Register under Criterion A, meeting Criteria Consideration D, for its association with community development and that the proposed boundaries are appropriate. However, THC concurs that the proposed build alternatives will have *no adverse effect* on Oxford Cemetery.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Bonne Hendrix, Madison County Historical Commission, *via email*  
Sonny Knight, Madison County Historical Commission, *via email*



**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*

August 25, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Dallas County, Texas (FRA/106, AECOM Report DA.052017H.01, THC #201708852)*

Mr. Johnsen:

Thank you for your correspondence of July 17, 2017, which we received on July 26, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 16.85 linear miles of build alternatives (Segment 1; Alternatives A–F) that cross central and southern Dallas County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Dallas County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research are appropriate. THC also concurs that the seventeen (17) previously identified properties, containing twenty-two (22) resources, listed in Table 2 are within the Dallas County APE. These properties include: the Dallas Coffin Company and the W.A. Strain House and Farm, which are each listed in the National Register; the Sears Catalog Distribution Center Historic District, which is a locally-designated historic district; the Honey Springs Cemetery, which is designated as a Historic Texas Cemetery; and eleven (11) properties that have been determined eligible for listing in the National Register as part of previous Section 106 consultation with the Texas Department of Transportation (TxDOT).

Background research identified 205 historic-age properties, containing 247 historic-age resources. Of these, 141 properties, containing 165 resources, were field verified and their eligibility for listing in the National Register was evaluated in this report.

THC concurs with your findings that the following properties are *eligible* for listing in the National Register and that the proposed project will have *no adverse effect* on these historic properties:

- **Julius Yonack House** (AECOM Survey #DA.009, 1300 Powhattan Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Jacob Yonack House** (DA.010, 1214 Powhattan Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Chase Bag Company** (DA.022, 1111 South Lamar Street)—local level of significance under Criterion A for association with industry and Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Cadiz Street Pump Station** (DA.024a–b, 411 Cadiz Street)—local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcels (DCAD parcels #109186500000 and #109228000000) appears to be appropriate;
- **Dallas Coffin Company** (DA.028, 1325 South Lamar Street)—*listed* in the National Register in 2012 at the local level of significance under Criterion A for association with industry and Criterion C for architecture; the existing National Register boundary remains appropriate;
- **Sigel Liquor Store and Office** (DA.041, 2021 Cockrell Avenue)—local level of significance under Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Oak Cliff Box Company** (DA.048, 1212 South Riverfront Boulevard)—local level of significance under Criterion C for architecture; a National Register boundary corresponding to the existing parcel appears to be appropriate;
- **Corinth Street Viaduct** (DA.070, Corinth Street over the Trinity River)—local level of significance under Criterion A for community development and Criterion C for architecture/design; a National Register boundary that includes the full length of the bridge, the approach spans, guardrails, and decorative elements appears to be appropriate;
- **Procter and Gamble Manufacturing Facility** (DA.080a–e, 3701 South Lamar Street)— local level of significance under Criterion A for association with community development and Criterion C for architecture; a National Register boundary corresponding to the existing parcels appears to be appropriate; THC concurs that sites DA.080f–h were constructed or altered later and are non-contributing to the historic property;
- **MKT Railroad Bridge** (DA.104, MKT Railroad over Illinois Avenue)— local level of significance under Criterion C for architecture/design; a National Register boundary that includes the full length of the bridge, the approach spans, guardrails, and decorative elements appears to be appropriate; and,

THC recommends that the commercial building (DA.016, 1401 South Akard Street) be *treated as eligible* for listing in the National Register. The building is the former **KIXL Studios**, an AM/FM radio station that operated from 1947–72. Should the proposed street improvements in the vicinity occur within the existing rights-of-way and have no direct impact to the building, THC concurs that the project would have *no adverse effect* to the property and recommends that no additional evaluation of the property’s National Register eligibility is needed. However, should the project propose any direct impact to the building, an intensive evaluation of the property will be required. The property’s association with Delta Sigma Theta, an African American sorority whose Dallas alumni chapter was founded by Frederica Chase Dodd in 1926, appears to begin less than 45 years ago, but this should be investigated and confirmed should an intensive evaluation be done.

THC does *not* concur with your finding that the **Good Luck Oil Company** (DA.020, 904 Cadiz Street) is not eligible for listing in the National Register. Instead, we recommend that the property is eligible for listing at the local level of significance under Criterion C as a significant example of commercial Art Deco architecture. Although the canopy has been enclosed, the infill glass is inset within the original openings and could potentially be reversed in the future. The property is also a City of Dallas historic landmark, and is the last remaining station of this design.

However, since the nearest construction activity will be at the Lamar Street bridge over Interstate 30, we recommend that the project will have *no adverse effect* on this historic property.

THC concurs that the **Cadiz Street Underpass** (DA.023, Cadiz Street between Hotel Street and South Lamar Street) is *eligible* for listing in the National Register at the local level of significance under Criterion C for its architecture and design. However, we recommend that the Underpass is also eligible under Criterion A for its association with community development, like the Corinth Street Underpass. A National Register boundary that includes both railroad bridges, the stairways, retaining walls, guardrails, and decorative elements appears to be appropriate. THC concurs that the proposed station development has the potential to adversely effect the historic Underpass, both directly and indirectly. The Underpass is in a highly-developed commercial and industrial area, but the elevated station is unlike any existing or historic features in terms of size, scale, and location. Before we can comment on the potential effect of the station on the Underpass, we request engineering and architectural plans, preferably at the 30-60-90 percent development, that will show the locations of any structural columns, the connection to the pedestrian bridge, and give a better idea of the relationship between the station and Underpass. We also request additional information on how the station construction and operation may impact the future maintenance of the Underpass and what entity will be responsible for such maintenance.

THC concurs that the **Sears Roebuck and Company Catalog Merchandise Distribution Center** (DA.030, 1409 South Lamar Street) and the former **Sears Employee Dining Hall** (DA.029, 1401 South Lamar Street) are *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with commerce and Criterion C for its architecture. Because these buildings are historically and functionally related, we recommend that they be treated as historic district. However, because the former **Sears Roebuck and Company Furniture Warehouse Complex** (DA.031, 710 Belleview Street), including both the circa 1948 north wing and the circa 1972 south wing, is also functionally related, dates to the same period of significance, and illustrates the transition of the distribution center from rail-based to truck-based operations, we recommend that this property also be considered a contributing resource to the historic district. A National Register boundary for the historic district that includes the parcels of the above-listed three properties appears to be appropriate. THC concurs that the proposed project will have *no adverse effect* to the Sears Roebuck and Company Catalog Merchandise Distribution Center Historic District.

THC concurs that the **Corinth Street Underpass** (DA.056, Corinth Street under the railroad tracks, between South Riverfront Boulevard and Cockrell Avenue) is *eligible* for listing in the National Register at the local level of significance under Criterion A for community development and Criterion C for its architecture and design. A National Register boundary that includes both bridges, the stairways, retaining walls, guardrails, and decorative elements appears to be appropriate. Before we can comment on the potential effect of the construction of the elevated rail in the vicinity of the Underpass, we request engineering and architectural plans, preferably at the 30-60-90 percent development, that will show the locations of any structural columns and elevation drawings showing the relationship of the high-speed rail to the existing underpass.

THC concurs that the **Dallas Floodway Historic District** (DA.072, generally between the Trinity River levees, upstream of the ATSF Railroad Trestle) is *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with community planning and development. The proposed project will have no effect on the Floodway between the levees. However, we note that the Belleview Pressure Sewer, which roughly runs under Belleview Street from Browder Street to the East Levee, is a contributing resource to the Floodway and will be crossed by the proposed project. If the Belleview Pressure Sewer will not be directly impacted, the project will have *no adverse effect* on the historic Dallas Floodway.

THC concurs that the **Guiberson Corporation Residence** (DA.076a, 1000 Forest Avenue) and the **Guiberson Corporation Machine Shop** (DA.076b) are each *eligible* for listing in the National Register at the local level of significance under Criterion B for their association with prominent businessman Samuel Guiberson. A National

Register boundary that includes the buildings' footprints and their immediate surroundings, but not the entire parcel, appears to be appropriate. THC concurs that the other buildings on the property (DA.076c-h) are *not* eligible for listing due to loss of historic integrity and/or construction outside of the period of significance. THC concurs that the proposed demolition of the Machine Shop will have a direct *adverse effect* on the historic property, and that the construction of the elevated railroad in close proximity to the Residence will have an indirect *adverse effect* on the historic property. We note that in the report and appendices, the site numbers for the Machine Shop and Residence appear to be inconsistently identified; please check the report, appendices, maps, and plans and confirm the site numbers for each throughout.

THC concurs that the **Honey Springs Cemetery** (DA.082, 4001 Bulova Street, also known as Bulova Cemetery, Queen's Cemetery, Coming Home Cemetery, and Homecoming Cemetery) is *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with early settlement and ethnic heritage and Criterion D for its potential to yield important information, meeting Criteria Consideration D. A National Register boundary that includes all burials within the cemetery, including those that may lie outside of the recorded cemetery property, appears to be appropriate, however the historic boundary is unclear and needs to be investigated further. The location of any such burials should be determined using several methods of investigation such as field verification, archival research, and oral history, as soon as possible. Field investigations will need to be conducted under a Texas Antiquities Permit, and must comply with requirements regarding cemeteries in the Texas Health and Safety Code, Chapter 711 and the Texas Administrative Code, Chapter 22.5. THC concurs that the construction of the elevated railroad in close proximity to the cemetery entrance will have an indirect *adverse effect* on the historic cemetery, and may have a direct *adverse effect* pending the results of further investigation. The Cemetery is listed as a City of Dallas special use park (as Bulova Homecoming Cemetery), and the Dallas Park and Recreation Department, copied here, may have information on the site's history or have contacts with descendants.

At this time, THC does *not* concur with the proposed finding regarding **Linfield Elementary** (DA.110b, 3820 East Illinois Avenue). In September 1954, nearly four months after the Supreme Court's ruling in *Brown v. Board of Education of Topeka*, more than 100 African American parents, led by the Dallas Chapter of the National Association for the Advancement of Colored People, brought their children to enroll at the previously all-white Linfield Elementary, only to be denied. For years, the Wilmer-Hutchins school board regularly closed the children's nearby segregated school, the Melissa Pierce School, for six weeks each fall, reportedly "at the request of 'two prominent white farmers' who needed cotton pickers."<sup>1</sup> Since the railroad proposes to cross the center of the school property, potentially requiring demolition, THC believes that an intensive evaluation of the school's National Register eligibility must be performed, that includes, but is not necessarily limited to, an assessment of the school's significance to the local civil rights and school desegregation movements. Although there does not appear to be a historical relationship between Linfield Elementary and the **Smith Family Cemetery** (DA.110a, also known as the Kennard Family Cemetery), THC requests that any such connection be investigated and included in the evaluation of Linfield Elementary. Copied here are Dr. George Keaton, Jr., Executive Director of Remembering Black Dallas, Inc., a local non-profit organization dedicated to the preservation and promotion of African American history and culture, and Dr. Kate Holliday, associate professor at the University of Texas at Arlington School of Architecture, who is currently researching the Joppa community and the former Melissa Pierce School, as they may have additional information or wish to become consulting parties.

THC concurs that the **Strain Farm Historic District** (DA.194, 400 South Lancaster Hutchins Road, Lancaster) was *listed*, and remains eligible for listing, in the National Register in 1978 (with a boundary expansion in 2001) at the local level of significance under Criterion A for its association with agriculture and conservation. The existing National Register boundaries remain appropriate. The property is also designated as a State Antiquities Landmark. However, we request additional information on the construction and operation of the high-speed railroad and maintenance yard before we can comment on the potential effect of the project on the Strain Farm. Specifically, we

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<sup>1</sup> "Segregation End Asked by Negroes." *Vernon Daily Record* 7 September 1954: 1.

request: photographs taken from the main house and the agricultural fields looking towards the proposed maintenance yard, including photographic simulations showing the proposed development; a lighting plan including materials and installation methods to minimize glare and light pollution on the Strain Farm; a landscape plan showing any screening to be located between the maintenance yard and the Strain Farm; and, information on the height and materials of the proposed buildings at the maintenance yard.

THC looks forward to receiving and reviewing the project analysis under Section 4(f) of the Department of Transportation Act. THC concurs that the other 120 historic-age properties, containing 134 historic-age resources, which were evaluated in this report are *not* eligible for listing in the National Register. A list of these properties is attached. The remaining 64 historic-age properties within the Dallas County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

Finally, we note that the maps in Appendix A show a 1300-foot APE for the entire length of the Dallas County segment, instead of the 350-foot, 700-foot, and 1300-foot radius from the limits of disturbance for urban, suburban, and rural areas, respectively, as described on page 11 of the report. THC concurs that the different APEs as applied are appropriate, but requests that the maps be revised accordingly.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); for any questions concerning our comments regarding the project's potential effects to historic properties, please contact Alexander Toprac at 512-463-6183 or [Alexander.Toprac@thc.texas.gov](mailto:Alexander.Toprac@thc.texas.gov); or, for any questions concerning our comments on the investigation of Honey Springs Cemetery, please contact Rebecca Shelton at 512-463-6043 or [Rebecca.Shelton@thc.texas.gov](mailto:Rebecca.Shelton@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Fred Durham, Dallas County Historical Commission, Chair, *via email*  
Mark Doty, City of Dallas, Historic Preservation Section, *via email*  
Willis Winters, City of Dallas, Dallas Park and Recreation Department, *via email*  
Bester Munyaradzi, City of Lancaster, Planning Division, *via email*  
David Preziosi, Preservation Dallas, Executive Director, *via email*  
Dr. George Keaton, Jr., Remembering Black Dallas, Executive Director, *via email*  
Dr. Kate Holliday, University of Texas at Arlington, Associate Professor, *via email*  
Tanya McDougall, AECOM, *via email*





THC concurs that the following 120 historic-age properties, containing 134 historic-age resources, which were evaluated in this report are *not* eligible for listing in the National Register:

- Commercial Building (DA.001)
- Commercial Building (DA.002)
- Commercial Building (DA.003)
- Commercial Building (DA.004)
- Commercial Building (DA.005)
- Commercial Building (DA.006)
- Commercial Building (DA.007)
- Commercial Building (DA.008)
- Commercial Building (DA.011)
- Commercial Building (DA.012)
- Commercial Building (DA.013)
- Commercial Building (DA.014)
- Commercial Buildings (DA.015a-b)
- Commercial Building (DA.017)
- Commercial Building (DA.018)
- Commercial Building (DA.019)
- Warehouse (DA.021)
- Office and Warehouse (DA.025a-c)
- Commercial Buildings (DA.026a-b)
- Commercial Building (DA.027)
- Warehouse (DA.032)
- Commercial Building (DA.033)
- Commercial Building (DA.034)
- Commercial Building (DA.035)
- Commercial Building (DA.036)
- Commercial Building (DA.037)
- Commercial Building (DA.038)
- Commercial Building (DA.040)
- Commercial Building (DA.042)
- Commercial Building (DA.043)
- Commercial Building (DA.044)
- Commercial Building (DA.045)
- Commercial Building (DA.046)
- Commercial Buildings (DA.047a-b)
- Commercial Building (DA.049)
- Commercial Building (DA.050)
- Commercial Building (DA.051)
- Commercial Building (DA.052)
- Commercial Building (DA.053)
- Commercial Building (DA.054)
- Commercial Building (DA.055)
- Commercial Buildings (DA.057a-b)
- Former House (DA.058)
- Retail Building (DA.059)
- Commercial Complex (DA.061)
- Commercial Buildings (DA.063a-b, aka Longhorn Ballroom)
- Commercial Building (DA.064)
- Commercial Building (DA.065)
- Retail Building (DA.066)
- Commercial Building (DA.067)
- Commercial Building (DA.071)
- Warehouse Complex (DA.073a-b)
- Warehouse Complex (DA.074a-b)
- Industrial Complex (DA.075a-c)
- Warehouse (DA.077)
- Former Gas Station (DA.078)
- Industrial Complex (DA.079)
- Procter and Gamble Warehouse (DA.081)
- House (DA.083)
- Industrial Building (DA.084)
- House (DA.085)
- House (DA.086)
- House (DA.087)
- House (DA.088)
- Industrial Building (DA.096)
- House (DA.100)
- Industrial Complex (DA.101)
- House (DA.103)
- House (DA.105)
- House (DA.106a-b)
- House (DA.107)
- House (DA.108)
- House (DA.109a-b)
- House (DA.111)
- House (DA.112)
- House (DA.113)
- House (DA.114)
- House (DA.115)
- House (DA.116)
- House (DA.117)
- Church (DA.118)
- Linfield Park Neighborhood (DA.119-149)
- House (DA.150)
- House (DA.152)
- House (DA.153)
- House (DA.154)
- House (DA.155)
- House (DA.156)
- House (DA.157a-b)

## TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 30, 2017

Michael Johnsen  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Harris County, Texas (FRA/106, AECOM Report HA.022017H.01, THC #201708972)*

Mr. Johnsen:

Thank you for your correspondence of July 17, 2017, which we received on August 1, 2017, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 38.2 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northwestern and central Harris County. This report comprises the literature review, background research, initial fieldwork, and initial National Register eligibility evaluation phases of the Harris County investigation. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC concurs that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research are appropriate. THC also concurs that the four previously identified resources listed in Table 2 are within the Harris County APE. These properties include: the Humble Oil Service Station at Cypress Top Historic Park and the Tex-Tube property, which were both determined eligible for listing in the National Register as part of previous Section 106 consultation with the Texas Department of Transportation (TxDOT) in 2008–09; the Beth Yeshurun-Post Oak Cemetery, which was designated as a Historic Texas Cemetery in 2006; and one other recorded cemetery, Fairbanks Cemetery.

Background research identified 215 historic-age properties, containing 363 historic-age resources. Of these, 138 properties, containing 256 resources, were field verified and their eligibility for listing in the National Register was evaluated in this report.

THC concurs that the **House** (HA.004b, 29702 Castle Road, Waller vicinity) appears to be a good, intact example of a circa 1920 Craftsman bungalow and should be treated as eligible for listing in the National Register under Criterion C for its architecture at the local level of significance. THC recommends a National Register boundary that corresponds to the existing parcel boundary. Because the proposed construction would require the demolition or relocation of this house, THC concurs that the project will have an *adverse effect* on this historic property. However, if in the future better access to the property is granted, a more thorough evaluation of the property's historic significance and integrity may be warranted. Based on the available information, THC concurs that this property's outbuildings (HA.004a, HA.004c–d) are *not* eligible for listing in the National Register and no additional evaluation of these buildings is warranted.

THC concurs that the **Humble Oil Station** (HA.024b, 26110 Hempstead Road, Cypress) is *eligible* for listing in the National Register under Criterion C for its architecture at the local level of significance, with a National Register boundary limited to the building and its immediate surroundings, including the historic entrance and exit to Hempstead Road. However, we note that TxDOT surveyed the property as part of their US 290 improvements project, and also found the property eligible under Criterion A for its significance to commerce and transportation. THC concurs that the remaining properties at Cypress Top Park (HA.024a, HA.024c–i) are *not* eligible for listing in the National Register and that the Cypress Top Park is *not* eligible as a historic district. At various points throughout the report the Humble Oil Station is misidentified as HA.024a (see pages ii and 412–413); please revise these sections and any others in the report and appendices as necessary. THC concurs that the proposed construction and operation of the elevated high-speed rail viaduct at this location will have *no adverse effect* on the historic Humble Oil Station.

THC confirms that as part of the improvements to US 290/Interstate 610, TxDOT determined the **Tex-Tube** property (HA.208, 1503 North Post Oak Road, Houston) to be *eligible* for listing in the National Register at the local level of significance under Criterion A for its association with industry and Criterion C for its architecture/design, with a National Register boundary that corresponds to the existing parcel boundary. However, because that project did not physically affect the Tex-Tube property, intensive documentation and evaluation of the property was not undertaken. THC concurs with your finding that no additional information has come to light that would dispute TxDOT's previous determination, and that therefore, the Tex-Tube property should be found *eligible* for listing in the National Register. THC concurs that the current proposal for the construction of the railroad and station on the property will have an *adverse effect* on the historic Tex-Tube property.

Should there be any possibility that the station plans could change to eventually include the demolition or alteration of the Tex-Tube buildings, or if there is any interest in applying for federal or state historic rehabilitation tax credits for the Tex-Tube buildings, THC strongly encourages FRA and TCRR to consider performing an intensive evaluation of the property sooner rather than later. The local consulting parties copied here may have additional information on the property or company, or be able to provide additional context about mid-century industrial and warehouse development in Houston.

Additionally, the THC would like to acknowledge correspondence from TT Investment Company, owners of the Tex-Tube property, dated June 14, 2017. This letter asserts that the company intends to relocate and sell the property regardless of whether it is purchased by TCRR, and that based on market forces, demolition and full redevelopment of the property is likely in the event it is sold to another buyer. As such, demolition of the Tex-Tube property could be considered a reasonably foreseeable, indirect adverse effect of the other potential station locations. We encourage you to consider this during the project analysis under Section 4(f) of the Department of Transportation Act and believe that planning to minimize harm can be undertaken in conjunction with use of the Tex-Tube property by TCRR.

THC concurs that the remaining 135 historic-age properties, containing 242 historic-age resources, that were evaluated in this report are *not* eligible for listing in the National Register. A list of these properties is attached. The remaining 77 historic-age properties within the Harris County APE have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. When available, this information should be submitted as an addendum to this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); or, for any questions concerning our comments regarding the project's potential effects to historic properties, please contact Lydia Woods at 512-463-9122 or [lydia.woods@thc.texas.gov](mailto:lydia.woods@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Diana Ducroz, City of Houston Historic Preservation Office, *via email*  
Janet Wagner, Harris County Historical Commission, Chair, *via email*  
David Bush, Preservation Houston, Executive Director, *via email*  
Steven Curry, Houston Mod, Board President, *via email*  
Tanya McDougall, AECOM, *via email*

THC concurs that the following 135 historic-age properties, containing 242 historic-age resources, which were evaluated in this report, are *not* eligible for listing in the National Register:

- House and Outbuildings (HA.002a-c)
- House and Outbuildings (HA.003a-d)
- House and Outbuildings (HA.010a-i)
- House (HA.011)
- House and Outbuilding (HA.016a-b)
- Agricultural Buildings (HA.023a-c)
- Commercial Building (HA.025)
- Gun Range (HA.026)
- House and Outbuilding (HA.029a-b)
- Warehouses (HA.044a-b)
- Rice Mill (HA.048)
- Industrial Building (HA.049)
- Warehouse (HA.056)
- House and Outbuildings (HA.058a-c)
- House and Outbuildings (HA.059a-f)
- Warehouse (HA.060)
- Gas Station (HA.061)
- House and Outbuilding (HA.062a-b)
- House and Outbuilding (HA.064a-b)
- House (HA.065)
- House and Outbuilding (HA.066a-b)
- House (HA.067)
- House and Outbuilding (HA.068a-b)
- Shopping Center (HA.069)
- Warehouse (HA.070)
- Industrial Building (HA.071)
- Commercial Building/Church (HA.072)
- Fairbanks Cemetery (HA.074)
- House (HA.075)
- Automotive Garage (HA.076)
- Commercial Building (HA.077)
- Commercial Building (HA.078)
- Automotive Garage (HA.079)
- Restaurant (HA.080)
- Office Building (HA.081)
- Warehouse (HA.083)
- Commercial Building (HA.084)
- Office Building (HA.086)
- Commercial Building (HA.087)
- Warehouse (HA.090)
- Automotive Garage (HA.091)
- Commercial Building and Warehouse (HA.092a-b)
- Commercial Buildings, House, and Outbuilding (HA.093a-c)\*
- Commercial Building (HA.094)
- Commercial Building (HA.095)
- Commercial Building (HA.096)
- Commercial Complex (HA.097a-f)
- House (HA.099)
- Commercial Buildings (HA.100a-b)
- Warehouse (HA.101)
- Mini-Warehouses (HA.102a-k)
- Industrial Building (HA.103)
- Commercial Building (HA.104)
- Mobile Homes (HA.105)
- Commercial Building (HA.107)
- House (HA.108)
- House (HA.109)
- Apartment Complex (HA.110)
- Automotive Garage (HA.111)
- House (HA.112)
- Commercial Building (HA.116)
- Commercial Building and Mobile Homes (HA.117a-b)
- House and Outbuilding (HA.118a-b)
- House (HA.119)
- House (HA.120)
- House and Outbuilding (HA.121a-b)
- House and Outbuilding (HA.122a-b)
- House (HA.123)
- House (HA.124)
- House and Outbuildings (HA.125a-c)
- House (HA.126)
- House (HA.127)
- House and Outbuilding (HA.128a-b)
- House and Outbuilding (HA.129a-b)
- House (HA.130)
- House (HA.131)
- House and Outbuilding (HA.132a-b)
- House (HA.133)
- House (HA.134)
- Industrial Building (HA.135)
- House and Outbuilding (HA.136)
- House and Outbuilding (HA.137a-b)
- Industrial Complex (HA.138)
- Commercial Building (HA.139)
- House and Outbuilding (HA.140a-b)
- Gas Station (HA.142)\*
- House (HA.143)
- House (HA.144)
- House (HA.146)
- House (HA.147)
- House (HA.148)
- House (HA.149)
- Industrial Building (HA.150)
- House (HA.151)
- Commercial Building (HA.152)
- House (HA.153)
- Industrial and Commercial Buildings (HA.154)
- Commercial Building (HA.155)
- Industrial Building (HA.159)
- Office/Warehouse (HA.161)
- Motel Complex (HA.162a-e)
- Office/Warehouse (HA.166)
- Former Gas Station (HA.167)
- Commercial Building (HA.169)
- Commercial Building (HA.170)
- Commercial Buildings (HA.171a-b)
- Former Gas Station (HA.172)
- Former Church (HA.173)
- Industrial Building (HA.174)
- Industrial Building (HA.175)
- Industrial Building (HA.177)
- Houses (HA.179a-i)
- House (HA.180)
- Commercial/Office Building (HA.181)
- Industrial Building (HA.183)
- Industrial Building (HA.184)
- Industrial Building (HA.185)
- House and Outbuilding (HA.187a-b)
- House and Outbuildings (HA.188a-c)
- Industrial Building (HA.189)
- House and Outbuildings (HA.190a-c)
- Commercial Buildings (HA.191a-l)
- House and Outbuilding (HA.192a-b)
- Industrial Building (HA.194)
- Former House (HA.197)
- Commercial Building (HA.198)
- Commercial Buildings (HA.199a-b)
- Grain Elevator Complex (HA.200a-i)
- Gas Station (HA.201)
- Commercial Buildings (HA.202a-c)
- Northwest Mall (HA.205a-b)
- Industrial Building (HA.206)
- Industrial Complex (HA.207a-e)
- Industrial Building (HA.209)
- Industrial Building (HA.213)

\* Please double check the use of the correct site numbers for these properties throughout the report

**TEXAS HISTORICAL COMMISSION**

*real places telling real stories*

October 12, 2017

Laura Shick, Federal Preservation Officer  
Environmental & Corridor Planning  
Office of Railroad Policy and Development  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

Re: Project review under Section 106 of the National Historic Preservation Act of 1966 and Antiquities Code of Texas, Review of Draft Interim Report: *Dallas to Houston High-Speed Rail Archeological Resources Survey, Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris Counties* (FRA/TAC #7497/THC #201800399)

Dear Ms. Shick:

Thank you for submitting to us the second, draft interim report referenced above. This letter serves as comment on the federal undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

The review staff, led by Rebecca Shelton, has completed its initial review of the above referenced interim report. For brevity, each Interim report should include new information, or new sections of the project area surveyed. The first interim report under permit 7497 covered Ellis County, therefore the results from that report (and site discussions) do not need to be included in subsequent interim reports. However, the results from all the counties should be included in the Final report once the interim reports are completed and approved by all review parties.

In order for us to complete our review, we require additional information and clarification. Please refer to the attached comments.

Thank you for your cooperation in this federal and state review process, and for your efforts to preserve the irreplaceable heritage of Texas. **If you have any questions please contact Rebecca Shelton of our staff, at (512) 463-6043 or [Rebecca.Shelton@thc.texas.gov](mailto:Rebecca.Shelton@thc.texas.gov).**

Sincerely,



for  
Mark Wolfe  
State Historic Preservation Officer  
MW/rls

Cc: Kevin Wright, FRA Environmental Protection Specialist



**TEXAS HISTORICAL COMMISSION**  
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Page	Text	THC Comments
Abstract	---	Please list all the sites revisited and isolated finds identified during survey. In addition, include current eligibility determinations for sites already evaluated from previous investigations, or AECOM recommendations for eligibility for listing on the NRHP or as SALs for sites that do not currently have eligibility determinations.
Abstract	---	Concur that sites 41EL268 and 41EL270 are <b>ineligible</b> for listing on the National Register of Historic Places (NRHP) or as State Antiquities Landmarks (SALs). We also concurred that 41EL270 in the Right-of-Way was <b>ineligible</b> , yet the remainder of the site was of <b>undetermined</b> eligibility.
Abstract/ 217	"It is recommended that the development, construction, and operation of the Project within the surveyed areas in Ellis, Navarro, Freestone, and Leon counties should have no effect on historic properties or SALs."	Do not concur with this assessment. The evaluation of sites and cemeteries for this project is not complete. Probably too early in the project to state this.
84	---	If a cemetery is unknown or abandoned as defined within the Texas Health Code, Chapter 711, a Notice of Existence (NOE) should be filed. In addition, please refer to the Texas Administrative Code 22.5 (G) for requirements on documenting unknown or abandoned cemeteries under Texas Antiquities Code permitted projects. <b>Normangee Cemetery</b> in Leon County needs to have a NOE filed and a cemetery number assigned.
120	Table 7. Previously Recorded Sites and Historic Cemeteries Within the APE	41LN402 – needs to be included in table
129, 131	Table 10: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Honey Springs Cemetery (DL-C168)</b> Segment 1, the THC concurs with it being eligible for listing on the NRHP, archeological investigations will be necessary to determine the actual cemetery boundaries and to develop a mitigation plan. Additional investigations will also be required at the



Page	Text	THC Comments
135		<p><b>Smith/Kinnard Family Cemetery (DL-C247)</b> since it is also within the Segment 1 APE.</p>
173	<p>Table 13: Archeological Sites and Historic Cemeteries within 1000 m of APE</p> <p>Table 21: Archeological Sites and Historic Cemeteries within 1000 m of APE</p>	<p><b>Geaslin Cemetery (EL-C061)</b> - due to the historic cemetery location in project Segment 2a, archeological investigations may be necessary. due to the proximity of the historic cemetery (~30 m) to the project Segment 4, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.</p>
186	<p>Table 28: Archeological Sites and Historic Cemeteries within 1000 m of APE</p>	<p><b>Nettles Cemetery (LN-C070)</b> due to the proximity of the historic cemetery (~35 m) to the project Segment 3c, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.</p>
192	<p>Table 28: cont.</p>	<p>Unknown Cemetery in Segment 4 – needs a cemetery number assigned.</p>
197-198	<p>Leon County Recommendations</p>	<p>41LN389 – do not concur with eligibility recommendation, change to <b>undetermined</b>; the site revisit was incomplete, did not include shovel tests.</p> <p>41LN402 - do not concur with eligibility recommendation, change to <b>undetermined</b>; the site revisit was incomplete, will need shovel testing and archival research.</p>
191-192	<p>Table 28. Recommendations</p>	<p><b>41LN54</b> – need to correct eligibility recommendations to <b>undetermined</b></p> <p><b>41LN389</b> – do not concur with eligibility recommendation, change to <b>undetermined</b>; the site revisit was incomplete, did not include shovel tests.</p> <p><b>41LN402</b> - do not concur with eligibility recommendation, change to <b>undetermined</b>; the site revisit was incomplete, will need shovel testing and archival research.</p>
200	<p>Segment 4. Table 32</p>	<p><b>Randolph Cemetery (MA-C032)</b> – concur, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.</p>



Page	Text	THC Comments
201	Table 32: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Ten Mile Cemetery (MA-C032)</b> – due to the proximity of the historic cemetery (~15 m) to the project Segment 4, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
204	Table 35: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Singleton Cemetery (GM-C112)</b> - due to the historic cemetery location in project Segment 5, archeological investigations may be necessary.
209	Table 41	<b>41HR399</b> – undetermined eligibility for listing on the NRHP, revisit and evaluation will be required if segment 5 is selected.
210	Table 41: Archeological Sites and Historic Cemeteries within 1000 m of APE	<b>Beth Israel Memorial Garden Cemetery</b> in Harris County needs a cemetery number, and if it is not in the deed records or on historic maps, needs a NOE filed. In addition, archeological investigations may be necessary to determine if any unmarked burials are present outside of known boundary.
212	Table 44: Isolated Finds	Revise per the following comments.
126	Site Recording 4.3	Do not concur with assessment. In accordance with site recording/site definition in the report methodology, all “water tanks or cisterns... are assigned trinomials”. Water storage features are evidence of historic land use and/or occupation. Archival research should include two of three possible sources; archival research, oral history, and archeology. In addition to examining historic maps, this could include a title search, examination of tax records, deed records, etc.
214	IF-NV-2	Do not concur. See above comment.
215-216	IF-FT-1	Do not concur. See above comment.
217	Summary	Revise according to all applicable preceding comments.

# TEXAS HISTORICAL COMMISSION

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May 24, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Navarro County, Texas (FRA/106, AECOM Report NA.042017H.02, THC #201908313 & 201707517)*

Ms. Zeringue:

Thank you for your correspondence of May 16, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 68.6 linear miles of build alternatives (Segments 3a, 3b, and 3c; Alternatives A–F) that cross central Navarro County. This report evaluates the National Register eligibility of 15 historic-age resources on 11 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) evaluated 82 historic-age resources on 48 properties, all of which were determined to be *not* eligible for listing in the National Register of Historic Places. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, THC concurs that the following properties are *not* eligible for listing in the National Register:

- House (AECOM Survey No. NA.005a–b)
- House (NA.009)
- Garage & Outbuilding (NA.011a–b)
- Ruinous Building (NA.014)
- Storage Building (NA.020)
- House (NA.028)
- House (NA.029)
- Barn (NA.031)
- Shed (NA.033)
- Storage Building (NA.109)
- House, Garage, & Shed (NA.111a–c)

After revisions and refinements to the project's build alternatives and APE, an additional 11 historic-age resources on 9 properties are believed to have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. THC expects that these remaining resources will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Bruce McManus, Chair, Navarro County Historical Commission, *via email*



**From:** noreply@thc.state.tx.us <noreply@thc.state.tx.us>  
**Sent:** Tuesday, June 04, 2019 8:27 AM  
**To:** McDougall, Tanya <tanya.mcdougall@aecom.com>; reviews@thc.state.tx.us  
**Subject:** Project Review: 201908181



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas  
Permit 7497

**201908181**

Dallas to Houston High-Speed Rail Project 10-County Archeological Report

N/A

Dallas, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Rebecca Shelton and Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

**Archeology Comments**

- THC/SHPO has comments on the draft report submitted to this office for review.
- THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and the 30-day review period will begin upon receipt of adequate documentation.

**We have the following comments:** The interim report is lacking a significant amount of information for the portion of Alt A in Dallas County. Only 267.9-acres of the 828.9-acre APE were surveyed, and no mechanical testing has been conducted. The information in the introduction could be summarized in a letter as a progress report, however in order to complete our review of the Alt A APE in Dallas County, we will need a more completed interim report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: [rebecca.shelton@thc.texas.gov](mailto:rebecca.shelton@thc.texas.gov), [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

# TEXAS HISTORICAL COMMISSION

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July 3, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Waller County, Texas (FRA/106, AECOM Report WA.042017H.02, THC #201909291 & 201707227)*

Ms. Zeringue:

Thank you for your correspondence of June 7, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

This Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 8.85 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northeastern Waller County. This report addendum evaluates the National Register eligibility of 14 historic-age resources on 9 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, but did not evaluate the eligibility of any of the historic-age resources for listing in the National Register of Historic Places. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

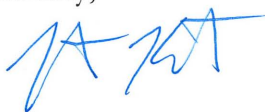
THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, THC concurs that the following properties are *not* eligible for listing in the National Register:

- House & Outbuildings (WA.001)
- Barns (WA.003a–d)
- House & Outbuilding (WA.004a–b)
- Utilitarian Building (WA.005)
- Gas Station (WA.006)
- Barn (WA.007)
- House & Outbuilding (WA.008a–b)
- House (WA.009)
- House (WA.010)

After revisions and refinements to the project's build alternatives and APE, an additional one (1) historic-age resource (WA.002) on one (1) property is believed to have not yet been field verified and its eligibility for listing in the National Register has not been evaluated. THC expects that this remaining resource will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Truett Bell, Chair, Waller County Historical Commission, *via email*



# TEXAS HISTORICAL COMMISSION

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July 12, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Grimes County, Texas (FRA/106, AECOM Report GR.042017H.02, THC #201909603 & 201707234)*

Ms. Zeringue:

Thank you for your correspondence of June 14, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 45.62 linear miles of build alternatives (Segments 4 and 5; Alternatives A–F) that cross central Grimes County. The addendum evaluates the National Register eligibility of 111 historic-age resources on 44 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, but did not evaluate the National Register eligibility of any historic-age resources. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that the following 44 properties are *not* eligible for listing in the National Register:

- Shiloh Baptist Church (GR.002)
- Pankey-Shiloh Cemetery (GR.003)
- House & Outbuildings (GR.004a–c)
- House (GR.007)
- House & Outbuilding (GR.010a–b)
- House & Outbuildings (GR.042a–d)
- House & Outbuilding (GR.044a–b)
- House & Outbuilding (GR.045a–b)
- House & Outbuildings (GR.046a–c)
- Mason Cemetery (GR.050)

- House & Outbuilding (GR.011a-b)
- House & Outbuildings (GR.013a-e)
- House & Outbuildings (GR.014a-c)
- Agricultural Outbuildings (GR.016a-b)
- House & Outbuilding (GR.018a-b)
- House (GR.020)
- Agricultural Outbuilding (GR.021)
- Outbuildings (GR.022a-c)
- Barn (GR.023)
- Singleton Cemetery (GR.024)
- House & Outbuildings (GR.025a-c)
- House & Outbuildings (GR.028a-n)
- House & Outbuildings (GR.032a-h)
- Old Oakland Cemetery (GR.034a-b, also known as Old Oakland-Roans Prairie Cemetery)
- House (GR.037)
- House & Outbuildings (GR.038a-d)
- Agricultural Building (GR.039)
- House & Outbuilding (GR.040a-b)
- House & Outbuildings (GR.051a-c)
- House & Outbuildings (GR.052a-d)
- Agricultural Building (GR.056, demolished circa 2017)
- House (GR.057)
- House (GR.058)
- House & Outbuildings (GR.060, demolished circa 2017)
- House & Outbuildings (GR.061a-c)
- House (GR.063)
- House (GR.064)
- Agricultural Building (GR.065)
- House & Outbuildings (GR.066a-c)
- Agricultural Buildings (GR.067a-c, demolished circa 2017)
- House & Outbuilding (GR.070a-b)
- House (GR.074)
- Barn (GR.076)
- House (GR.077)

The following 28 properties containing historic-age resources have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. THC expects that these remaining resources will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development:

- |          |          |          |          |
|----------|----------|----------|----------|
| • GR.005 | • GR.019 | • GR.041 | • GR.059 |
| • GR.006 | • GR.026 | • GR.043 | • GR.062 |
| • GR.008 | • GR.027 | • GR.047 | • GR.069 |
| • GR.009 | • GR.029 | • GR.048 | • GR.072 |
| • GR.012 | • GR.033 | • GR.049 | • GR.073 |
| • GR.015 | • GR.035 | • GR.054 | • GR.075 |
| • GR.017 | • GR.036 | • GR.055 | • GR.078 |

After revisions and refinements to the project's build alternatives and APE, the following six (6) historic-age properties are now outside of the project APE and will not be evaluated unless the project APE changes:

- |          |          |
|----------|----------|
| • GR.001 | • GR.053 |
| • GR.003 | • GR.068 |
| • GR.031 | • GR.071 |

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts



to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review, or if we can be of further assistance, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Joe Fultz, Grimes County Historical Commission, *via email*  
Vanessa Burzynski, Grimes County Historical Commission, *via email*  
Russell Cushman, Grimes County Historical Commission, *via email*



# TEXAS HISTORICAL COMMISSION

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August 16, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Ellis County, Texas (FRA/106, AECOM Report EL.042017H.02, THC #201910875 & 201707409)*

Ms. Zeringue:

Thank you for your correspondence of July 17, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the approximately 30 linear miles of build alternatives (Segments 1, 2a, and 3a, Alternative A) that cross central Ellis County. The addendum evaluates the National Register eligibility of 56 historic-age resources on 30 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, and evaluated 27 historic-age resources on 20 properties. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate.

Based on this Addendum No. 1, THC concurs with your finding that the **Boren-Reagor Springs Cemetery** (EL.040) is *eligible* for listing in the National Register under Criterion C for its design, meeting Criteria Consideration D for cemeteries. However, THC Division of Architecture staff, led by Christopher Meyers, requests a simulated view of the proposed elevated structure and traction power substation as viewed from the entry gate of the cemetery before we can concur with your proposed finding of no adverse effect to this historic property.

THC also concurs that the following 29 properties are *not* eligible for listing in the National Register:

- House & Outbuildings (EL.002a-c)
- House (EL.039)

- House (EL.003)
- Agricultural Building (EL.004)
- House (EL.005)
- Agricultural Building (EL.017)
- Agricultural Building (EL.022)
- House & Garage (EL.026a-b)
- Agricultural Building (EL.028)
- House & Outbuildings (EL.029a-d)
- House & Outbuildings (EL.031a-c)
- Agricultural Building (EL.032)
- Agricultural Building (EL.033)
- House & Outbuildings (EL.034a-c)
- House & Outbuildings (EL.036a-g)
- House & Outbuildings (EL.037a-b)
- House (EL.038)
- House & Outbuildings (EL.042a-d)
- House (EL.043)
- House & Outbuilding (EL.045a-b)
- House & Outbuildings (EL.046a-c)
- Agricultural Building (EL.048, demolished by private property owner circa 2018)
- Agricultural Building (EL.051 demolished by private property owner circa 2018)
- Agricultural Buildings (EL.055a-b)
- Agricultural Building (EL.060)
- Agricultural Building (EL.064)
- House & Outbuildings (EL.067a-c)
- Agricultural Building (EL.068)
- House (EL.069)

Properties EL.030 and EL.066 have not yet been field verified and its eligibility for listing in the National Register has not been evaluated. THC expects that these remaining properties will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development:

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); for any questions concerning our comments regarding the project's potential effects to historic properties, please contact Christopher Meyers at 512-463-6183 or [Christopher.Meyers@thc.texas.gov](mailto:Christopher.Meyers@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Sylvia Stanford-Smith, Chair, Ellis County Historical Commission, *via email*



# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 16, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Freestone County, Texas (FRA/106, AECOM Report FR.042017H.02, THC #201910527 & 201706993)*

Ms. Zeringue:

Thank you for your correspondence of July 10, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the approximately 20 linear miles of build alternatives (Segment 4, Alternative A) that cross western Freestone County. The addendum evaluates the National Register eligibility of 13 historic-age resources on 8 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, and evaluated 49 historic-age resources on 31 properties. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that the following 8 properties are *not* eligible for listing in the National Register:

- House (FR.003)
- Agricultural Building (FR.004)
- Agricultural Building (FR.009)
- Outbuilding (FR.010)
- Agricultural Buildings (FR.011a-e)
- House & Outbuilding (FR.013a-b)
- House (FR.023)
- Agricultural Building (FR.057)

Property FR.058 has not yet been field verified and its eligibility for listing in the National Register has not been evaluated. THC expects that this remaining property will be surveyed and evaluated as part of the post-review

evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development:

In June 2017 (#201706993), THC concurred that the **Furney Richardson School** complex (FR.016a-g) is *eligible* for listing in the National Register under Criterion A for its association with education and social history, and that the proposed boundaries and list of contributing features are appropriate. We also concurred that the Furney Richardson School building itself is individually eligible under Criterion A for education and social history and Criterion C for its architecture.

The Division of Architecture staff, led by Pam Opiela has completed their review of the preliminary effects assessment contained in the addendum. Based on the information received, it appears the undertaking may have vibration and noise effects on the Furney Richardson School complex. Efforts should be made to minimize these effects through shielding methods and placement of track at a maximum feasible distance from the properties and their setting. You state that the conclusions you come to regarding indirect effects are based on limited "preliminary" assessments. You imply that more information regarding an assessment is forthcoming. To determine the likely effects on the historic properties, we should review a thorough assessment of the possible indirect effects. Please submit this information to our office when it is available.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments regarding National Register eligibility, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov); for any questions concerning comments regarding the project's potential effects to historic properties, please contact Pam Opiela at 512-463-8952 or [Pamela.Opiela@thc.texas.gov](mailto:Pamela.Opiela@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Tanya McDougall, AECOM, *via email*  
Brad Pullin, Chair, Freestone County Historical Commission, *via email*



# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

August 23, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Leon County, Texas (FRA/106, AECOM Report LE.042017H.02, THC #201911363 & 201706988)*

Ms. Zeringue:

Thank you for your correspondence of July 30, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the approximately 30 linear miles of build alternatives (Segments 4, Alternative A) that cross western Leon County. The addendum evaluates the National Register eligibility of 17 historic-age resources on 15 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, and evaluated 24 historic-age resources on 17 properties. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that the following 15 properties are *not* eligible for listing in the National Register:

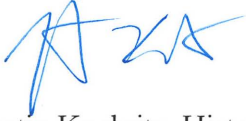
- House (LE.003)
- House (LE.004)
- House (LE.006)
- House (LE.007)
- House (LE.009)
- Agricultural Building (LE.010)
- House (LE.016)
- Agricultural Building (LE.017)
- House (LE.025)
- House (LE.051)
- House and Outbuildings (LE.052a-c)
- House (LE.053)

- House (LE.012)
- House (LE.013)
- Perry Cemetery (LE.055)

Properties LE.019 and LE.054 have not yet been field verified and its eligibility for listing in the National Register has not been evaluated. THC expects that these remaining properties will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development:

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: The Honorable Byron Rider, Leon County Judge, c/o Tammy Sanders, [tammy.sanders@co.leon.tx.us](mailto:tammy.sanders@co.leon.tx.us)  
Tanya McDougall, AECOM, *via email*



**TEXAS HISTORICAL COMMISSION**  
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August 23, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Madison County, Texas (FRA/106, AECOM Report MA.042017H.02, THC #201911190 & 201707963)*

Ms. Zeringue:

Thank you for your correspondence of July 25, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the approximately 15 linear miles of build alternatives (Segment 4, Alternative A) that cross west-central Madison County. The addendum evaluates the National Register eligibility of 67 historic-age resources on 33 properties; the initial draft interim historic resource survey report (reviewed by THC in June 2017) included background research, a literature review, and historic context, but did not evaluate the eligibility of any of the historic-age resources for listing in the National Register of Historic Places. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that the following 32 properties are *not* eligible for listing in the National Register:

- Agricultural Building (MA.001)
- House (MA.002)
- Agricultural Buildings (MA.004a-c)
- House & Outbuilding (MA.005a-b)
- House & Outbuildings (MA.006a-d)
- House (MA.020)
- House (MA.021)
- House (MA.022)
- House (MA.023)
- House (MA.024)



- House (MA.007)
- Agricultural Buildings (MA.008a–b)
- Union Baptist Church (MA.009, circa 1889 church demolished by private owner in 2016)
- Ten Mile Cemetery (MA.010)
- Mobile Home & Outbuilding (MA.011a–b)
- House (MA.012)
- House (MA.013)
- House & Outbuildings (MA.015a–e)
- House & Outbuilding (MA.016a–b)
- House & Outbuilding (MA.017a–b)
- House (MA.018)
- House & Outbuilding (MA.025a–b)
- House (MA.026)
- House (MA.027)
- Agricultural Buildings (MA.031a–n)
- House & Outbuilding (MA.032a–b)
- House (MA.033)
- House (MA.036)
- House (MA.037)
- House & Outbuildings (MA.060a–d)
- House & Outbuildings (MA.061a–c)
- House (MA.063)

At this time, THC cannot concur with your determination that the **Randolph Cemetery** (MA.03) is not eligible for listing in the National Register. If the earliest burials do date to the 1850s, even before the formal organization of Madison County, it may meet Criteria Consideration D due to its age, or for the distinctive design features like the obelisk markers. Was any information found about why the cemetery is named “Randolph” if the earliest burials are named Rogers? Was any information found on why the cemetery is located here, as there do not appear to be any associated churches or communities in the immediate vicinity? Are there any significant historical associations with the Childress family, many of whom appear to be buried in the older sections of the cemetery? The large obelisk markers are not typical for a rural community cemetery, and several of them appear to pre-date the nearby railroads. To complete our review, THC requests either an intensive evaluation to determine if the cemetery, or some portion of it, are eligible for listing in the National Register, or that for the purposes of Section 106 the cemetery be treated as eligible for listing and an assessment of any potential direct or indirect effects be completed.

Five properties (MA.014, MA.028, MA.038, MA.039, and MA.062) have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. THC expects that these remaining properties will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project’s Programmatic Agreement, which is still currently in development:

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,

Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Sonny Knight & Bonne Hendrix, Madison County Historical Commission, *via email*  
Tanya McDougall, AECOM, *via email*



# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

September 16, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Dallas County, Texas (FRA/106, AECOM Report DA.052017H.02, THC #201912508 & 201708852)*

Ms. Zeringue:

Thank you for your correspondence of August 20, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 16.85 linear miles of build alternatives (Segment 1; Alternatives A–F) that cross central and southern Dallas County. The addendum evaluates the National Register eligibility of 105 historic-age resources on 83 properties; the initial draft interim historic resource survey report (reviewed by THC in August 2017) included background research, a literature review, and historic context, and evaluated 168 historic-age resources on 141 properties. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that all of the following 83 properties surveyed in this Addendum are *not* eligible for listing in the National Register:

- Commercial Building (DA.039)
- Vehicle Maintenance Facility (DA.060a–b)
- Commercial Buildings (DA.069a–c)
- Commercial Building (DA.097)
- Commercial Building (DA.098)
- Commercial Building (DA.099)
- Agricultural Building (DA.200)
- House & Outbuildings (DA.201a–c)
- House & Outbuilding (DA.202a–b)
- House & Outbuildings (DA.203a–c)
- House & Outbuilding (DA.204a–b)
- House (DA.205)

- Commercial Buildings (DA.102a–b)
- House (DA.151)
- House & Garage (DA.158a–b)
- House (DA.159)
- House (DA.160)
- House (DA.161)
- House (DA.162)
- House (DA.163)
- House & Outbuilding (DA.164a–b)
- House (DA.165)
- House (DA.166)
- Bilco Brick Manufacturing Company (DA.168)
- Macedonia Baptist Church (DA.192)
- House & Outbuildings (DA.195a–f)
- House & Outbuilding (DA.206a–b)
- Wall Street Substation (DA.207)
- Warehouses (DA.208a–b)
- Commercial Building (DA.209)
- Commercial Building (DA.210)
- Commercial Building (DA.211)
- Commercial Building (DA.212)
- Commercial Building (DA.213)
- Commercial Buildings (DA.214a–b)
- Commercial Building (DA.215)
- House & Garage (DA.216a–b)
- House & Garage (DA.217a–b)
- Highland Hills Neighborhood (DA.218–DA.262)

Properties DA.167 and DA.196 have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. THC expects that these remaining properties will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development:

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

cc: Mark Doty, City of Dallas, Historic Preservation Section, *via email*  
Richard Stewart, Dallas County Historical Commission, Chair, *via email*  
David Preziosi, Preservation Dallas, Executive Director, *via email*  
Tanya McDougall, AECOM, *via email*



TEXAS HISTORICAL COMMISSION  
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September 20, 2019

Katherine Zeringue  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: *Project Review under Section 106 of the National Historic Preservation Act, Dallas to Houston High-Speed Rail, Draft Interim Historic Resources Survey Report, Addendum No. 1, Harris County, Texas (FRA/106, AECOM Report HA.022017H.02, THC #201912668 & 201708972)*

Ms. Zeringue:

Thank you for your correspondence of August 23, 2019, regarding 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 (THC).

As described in your letter, the Federal Railroad Administration (FRA) is considering issuance of a Rule of Particular Applicability to establish safety regulations for the proposed Texas Central High-Speed Railway (TCRR) as a railroad operating at speeds greater than 150 miles per hour. Issuance of such a Rule constitutes a federal undertaking subject to the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. The TCRR and FRA are considering six build alternatives for the proposed Dallas to Houston line, encompassing a combined non-overlapping length of over 386 linear miles and 16,000 acres of potential impacts. Given the scope and complexity of the project, THC previously concurred with a phased approach to identifying historic properties within the project's Area of Potential Effect (APE).

Addendum No. 1 to the draft interim historic resource survey report was prepared by AECOM on behalf of FRA and covers only the identification of non-archeological historic resources within the APE for the 38.2 linear miles of build alternatives (Segment 5; Alternatives A–F) that cross northwestern and central Harris County. The addendum evaluates the National Register eligibility of 144 historic-age resources on 109 properties; the initial draft interim historic resource survey report (reviewed by THC in August 2017) included background research, a literature review, and historic context, and evaluated 256 historic-age resources on 138 properties. Non-archeological resources within other counties and all identification of archeological resources will be coordinated separately.

THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 350 feet, 700 feet, and 1300 feet from the limits of disturbance, following the project's established APE guidelines for urban, suburban, and rural areas, respectively), the literature review, and background research were appropriate. Based on this Addendum No. 1, and barring any additional information to the contrary, THC concurs that 108 of the properties surveyed in this Addendum are *not* eligible for listing in the National Register. A list of these properties is enclosed.

However, before we can concur with your determination that the **House Estate** (HA.018a–c) is not eligible for listing in the National Register, we request additional information to evaluate the property under Criterion B. Are there any members of the House family associated with this property that are historically significant? The Handbook of Texas Online indicates that the nearby settlement of Hockley was known as Houseville in the 1850s, and much of the western side of Tomball is located within the Joseph House Survey; is there any connection between these place names and this property?

Properties HA.022, HA.043, HA.051, HA.113, HA.145, HA.164, HA.168, HA.193, and HA.225 have not yet been field verified and their eligibility for listing in the National Register has not been evaluated. THC expects that these remaining properties will be surveyed and evaluated as part of the post-review evaluation efforts that will be incorporated into the project's Programmatic Agreement, which is still currently in development.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this federal review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our comments, please contact Justin Kockritz at 512-936-7403 or [justin.kockritz@thc.texas.gov](mailto:justin.kockritz@thc.texas.gov).

Sincerely,



Justin Kockritz, Historian, Federal Programs  
For: Mark Wolfe, State Historic Preservation Officer

Enclosure

cc: City of Houston Historic Preservation Office, *via email*  
Charles Duke and Janet Wagner, Harris County Historical Commission, *via email*  
David Bush, Preservation Houston, Executive Director, *via email*  
Tanya McDougall, AECOM, *via email*



THC concurs that the following 108 historic-age properties, which were evaluated in this Addendum No. 1, are *not* eligible for listing in the National Register:

- House & Outbuildings (HA.001a-e)
- Agricultural Building (HA.007, *not historic age*)
- Agricultural Buildings (HA.008a-d)
- Agricultural Buildings (HA.009a-b)
- House (HA.013, *demolished c.2013*)
- House (HA.014)
- Well Shelter (HA.017)
- Agricultural Building (HA.019)
- Agricultural Building (HA.020)
- House & Outbuildings (HA.021a-d)
- House (HA.027, *demolished c.2016*)
- House (HA.028, *demolished c.2016*)
- House (HA.030)
- House (HA.031)
- Cy-Fair High School (HA.032a-b)
- Veterans of Foreign Wars, Post 8905 (HA.033)
- House & Garage (HA.034a-b)
- House (HA.035)
- House (HA.036)
- House & Outbuildings (HA.037, *demolished c.2017*)
- House (HA.038)
- House & Garage (HA.039a-b)
- Agricultural Buildings (HA.040a-d)
- House & Garage (HA.041a-b)
- Commercial Buildings (HA.042a-b)
- Commercial Building (HA.045)
- House (HA.046)
- House & Outbuilding (HA.047a-b)
- Warehouses (HA.050a-d)
- Commercial Building (HA.052)
- Commercial Building (HA.053)
- Commercial Building (HA.054)
- Satsuma Substation (HA.055)
- Railroad Culvert (HA.057)
- Warehouse (HA.063)
- Houston Police Department, Northwest Substation (HA.073)
- Commercial Building (HA.082, *demolished c.2017*)
- Commercial Building (HA.085, *demolished c.2016*)
- Commercial Building (HA.088)
- Commercial Building (HA.089, *demolished c.2016*)
- House (HA.098)
- Commercial Building (HA.106)
- Commercial Building (HA.114, *not historic age*)
- Commercial Building (HA.115)
- Commercial Building (HA.141)
- Commercial Buildings (HA.156a-b)
- Commercial Building (HA.157)
- Industrial Building (HA.158)
- Houston Parks and Forestry Department Building (HA.160)
- Commercial Building (HA.163)
- Warehouse (HA.165)
- Commercial Building (HA.176, *not historic age*)
- House & Outbuilding (HA.178a-b)
- Commercial Building (HA.182, *not historic age*)
- House & Outbuilding (HA.186a-b)
- Commercial Buildings (HA.195a-b)
- Commercial Buildings (HA.196a-b)
- Commercial Building (HA.203)
- Commercial Buildings (HA.204a-b)
- Beth Yeshurun-Post Oak Cemetery (HA.212)
- Commercial Building (HA.214, *demolished c.2015*)
- Commercial Building (HA.215)
- House (HA.216)
- House & Outbuildings (HA.217a-e)
- House & Outbuilding (HA.218a-b)
- Agricultural Buildings (HA.219)
- Agricultural Buildings (HA.220)
- House (HA.221)
- House (HA.222)
- House (HA.223)
- House (HA.224)
- House (HA.226)
- House (HA.227)
- House (HA.228)
- House (HA.229)
- House (HA.230)
- House (HA.231)
- House (HA.232)
- House (HA.233)
- House (HA.234)
- House (HA.235)
- House (HA.236)
- House (HA.237)
- House (HA.238)
- House (HA.239)
- Commercial Building (HA.240)
- Industrial Building (HA.241)
- Commercial Building (HA.242)
- Commercial Building (HA.243)
- House (HA.244)
- Commercial Building (HA.245)
- Commercial Building (HA.246)
- House (HA.247)
- House (HA.248)
- House (HA.249)
- House (HA.250)
- House (HA.251)
- House (HA.252)
- House (HA.253)
- House (HA.254)
- House (HA.255)
- House (HA.256)
- House (HA.257)
- Commercial Building (HA.258)
- Commercial Building (HA.259)
- Commercial Building (HA.260)
- Commercial Building (HA.261)
- Houston Independent School District, Dyer Stadium (HA.262a-d)

**This Correspondence sent to tanya.mcdougall@aecom.com on 12-04-2019**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

Permit 7497

**202002814**

DHHSR Archeological Monitoring of Mechanical Scraping of Adjacent Parcel to Honey Springs Cemetery  
4019 Bulova Street  
Dallas, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Rebecca Shelton and Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

#### **Archeology Comments**

- No historic properties present or affected. However, if buried cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- Draft report acceptable. Please submit another copy as a final report along with shapefiles showing the area where the archeological work was conducted. Shapefiles should be submitted electronically to [Archeological\\_projects@thc.texas.gov](mailto:Archeological_projects@thc.texas.gov).

**We have the following comments:** We concur with the recommendations for construction monitoring for any elements of the DHHSR project that will impact the western extent of the study area that was not scraped during these investigations. In addition, we agree that no further archeological investigations are required in the areas mechanically scraped. Please confirm previous telephone discussions regarding the SOW for this project indicated that this portion of the project under the cemetery investigations was on private property, and not under to antiquities code permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:

rebecca.shelton@thc.texas.gov, justin.kockritz@thc.texas.gov.

Sincerely,

A handwritten signature in cursive script that reads "Rebecca Shelton".

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**



**This Correspondence sent to tanya.mcdougall@aecom.com on 12-04-2019**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

Permit 7497

**202002814**

DHHSR Archeological Monitoring of Mechanical Scraping of Adjacent Parcel to Honey Springs Cemetery  
4019 Bulova Street  
Dallas, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Rebecca Shelton and Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

#### **Archeology Comments**

- No historic properties present or affected. However, if buried cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.
- THC/SHPO concurs with information provided.
- Draft report acceptable. Please submit another copy as a final report along with shapefiles showing the area where the archeological work was conducted. Shapefiles should be submitted electronically to [Archeological\\_projects@thc.texas.gov](mailto:Archeological_projects@thc.texas.gov).

**We have the following comments:** We concur with the recommendations for construction monitoring for any elements of the DHHSR project that will impact the western extent of the study area that was not scraped during these investigations. In addition, we agree that no further archeological investigations are required in the areas mechanically scraped. Please confirm previous telephone discussions regarding the SOW for this project indicated that this portion of the project under the cemetery investigations was on private property, and not under to antiquities code permit.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:

rebecca.shelton@thc.texas.gov, justin.kockritz@thc.texas.gov.

Sincerely,

A handwritten signature in cursive script that reads "Rebecca Shelton".

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

**This Correspondence sent to tanya.mcdougall@aecom.com on 03-18-2020**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202009736**

Dallas to Houston High Speed Rail - Harris County

NA

Houston, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**

- THC/SHPO concurs with information provided.
- Property/properties are not eligible for listing in the National Register of Historic Places.

**We have the following comments:** Based on all available information, including this intensive survey, THC concurs with your determination that the House Estate (HA.018â€c) is not eligible for listing in the National Register of Historic Places. Based on this determination, THC supports eliminating references to the House Estate in the draft of the project Programmatic Agreement.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:  
justin.kockritz@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Wolfe', written in a cursive style.

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

**This Correspondence sent to tanya.mcdougall@aecom.com on 04-02-2020**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202010332**

Dallas to Houston High Speed Rail - Madison County

N/A

Madisonville, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Rebecca Shelton, Justin Kockritz and Pam Opiela has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

- THC/SHPO concurs with information provided.
- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- Adverse effects on historic properties.
- THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and the 30-day review period will begin upon receipt of adequate documentation.

#### **Archeology Comments**

- THC/SHPO concurs with information provided.
- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- THC/SHPO has comments on the draft report submitted to this office for review.

**We have the following comments:** Randolph Cemetery is eligible for listing in the National Register of Historic Places under Criterion C for its design and meets Criteria Consideration D for cemeteries. Using the existing property boundary or fence line of the cemetery as the National Register boundary appears to be appropriate, but we note that archeological investigations may be necessary to determine if any unmarked burials are present outside of the known boundary. Please fill out a site form and have an archeological trinomial assigned to the cemetery. We concur that the project will have an adverse visual effect on Randolph Cemetery. We await your determination of direct effects before we can comment on direct effects.

We look forward to further consultation with your office and hope to maintain a partnership that will

foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:  
rebecca.shelton@thc.texas.gov, justin.kockritz@thc.texas.gov, pamela.opiela@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Wolfe". The signature is fluid and cursive, with a large initial "M" and "W".

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

**This Correspondence sent to tanya.mcdougall@aecom.com on 05-01-2020**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202012352**

Dallas to Houston High Speed Rail - Harris County

NA

Houston, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**

- THC/SHPO concurs with information provided.

**We have the following comments:** Thank you for this submission updating Interim Report Addendum #1 (AECOM Report Number HA.022017H.02, previously THC #201912668) of the Dallas to Houston High-Speed Rail Historic Resources Survey for Harris County, Texas. We understand that this update makes only minor changes to the text and photographs related to the House Estate (HA.018aâ€c) that do not impact FRAâ€™s determination that the property is not eligible for listing in the National Register of Historic Places; THC concurs with this determination that the property is not eligible. THC comments on all other properties contained in our letter of September 20, 2019, remain unchanged. We will add this updated material to our project files.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:  
justin.kockritz@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Wolfe', written in a cursive style.

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**



**This Correspondence sent to tanya.mcdougall@aecom.com on 05-01-2020**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202012354**

Dallas to Houston High Speed Rail - Harris County

NA

Houston, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Justin Kockritz has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**

- THC/SHPO concurs with information provided.
- Property/properties are not eligible for listing in the National Register of Historic Places.

**We have the following comments:** Thank you for this submission updating the Intensive Survey for the House Estate (previously THC #202009736), part of the Dallas to Houston High-Speed Rail Historic Resources Survey for Harris County, Texas. We understand that this update makes only minor changes to the text related to the House Estate (HA.018aâ€c) that do not impact FRAâ€™s determination that the property is not eligible for listing in the National Register of Historic Places; THC concurs with this determination that the property is not eligible. We will add this updated material to our project files.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:

justin.kockritz@thc.texas.gov

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Wolfe', written in a cursive style.

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**

**This Correspondence sent to tanya.mcdougall@aecom.com on 05-01-2020**



Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

**THC Tracking #202010787**

Dallas to Houston High Speed Rail - Dallas County

NA

Dallas, TX

Dear Tanya McDougall:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff led by Rebecca Shelton, Justin Kockritz and Christopher Meyers has completed its review and has made the following determinations based on the information submitted for review:

#### **Above-Ground Resources**

- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- Adverse effects on historic properties.

#### **Archeology Comments**

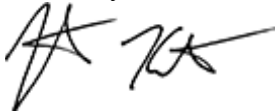
- THC/SHPO concurs with information provided.
- Draft report acceptable. Please submit another copy as a final report along with shapefiles showing the area where the archeological work was conducted. Shapefiles should be submitted electronically to [Archeological\\_projects@thc.texas.gov](mailto:Archeological_projects@thc.texas.gov).

**We have the following comments:** THC concurs with your finding that the former Linfield Elementary School is eligible for listing in the National Register of Historic Places under Criterion A for its association with the civil rights and desegregation movement in Dallas County. We recommend using the existing parcel boundary as the National Register boundary, including the Smith Family Cemetery within the boundary as a non-contributing resource. THC concurs that demolition of the school would be an adverse effect on historic properties. We look forward to further consultation to resolve any adverse effects and to review the Section 4(f) evaluation, when available. We also concur with your finding that the Smith Family Cemetery is not eligible for listing in the National Register individually. However, the Texas Health and Safety Code still applies and archeological investigations may be necessary in the project APE to determine if any unmarked burials are present outside of the known cemetery boundary. We note that in the second paragraph of Section 3.2 of the report, there appears to be a typo - it was Heman (not Herman) Marion Sweatt who was denied acceptance to the University of Texas School of Law.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:  
rebecca.shelton@thc.texas.gov, justin.kockritz@thc.texas.gov, christopher.meyers@thc.texas.gov

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Sincerely,

A handwritten signature in black ink, appearing to be 'Mark Wolfe', written over a faint, larger signature.

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**





**TECHNICAL MEMORANDUM  
SOILS AND GEOLOGY**

**To:** Erin Lee, AECOM

**From:** Jennifer Oakley, AECOM

**Date:** May 15, 2019

**RE: Dallas to Houston HSR –Soils and Geology**

This technical memorandum identifies the individual soil associations, soil units, and geologic formations that comprise the Dallas to Houston EIS Study Area. The tables provided in this technical memorandum include soil associations, geologic formation descriptions, and acreages within each county and project segment. For each table, the Study Area refers to each respective segment along the project corridor within each county. For additional information on soil and geologic conditions refer to **Chapter 3.0, Section 3.20, Soils and Geology**.

**Dallas County**

Soils

In Dallas County, the Study Area is comprised of five soil associations. Descriptions of these soil associations and the area in acres of each within Segment 1 are provided in **Table 1**. **Table 2** includes the soil units that comprise the Study Area within Dallas County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres within Segment 1. Please note that the soil map units in **Table 2** for Dallas County are represented by numbers.

<b>Table 1. Soil Associations within the Study Area – Dallas County</b>			
<b>Soil Association</b>	<b>STATSGO code</b>	<b>Description</b>	<b>Segment 1 (acres)</b>
Houston Black-Heiden-Austin	s7184	<ul style="list-style-type: none"><li>• Nearly level to strongly sloping</li><li>• Moderately well drained and well drained</li><li>• Clayey soils</li><li>• Associated with uplands</li><li>• Used mainly as pasture, urban or cropland</li></ul>	126.0
Stephen-Houston Black-Heiden-Eddy-Austin	s7185	<ul style="list-style-type: none"><li>• Nearly level to moderately steep</li><li>• Moderately well drained and well drained</li><li>• Loamy and clayey soils</li><li>• Associated with uplands</li><li>• Used mainly as pasture, range or cropland</li></ul>	39.6
Houston Black-Heiden-Altoga	s7377	<ul style="list-style-type: none"><li>• Nearly level to strongly sloping</li><li>• Moderately well drained and well drained</li><li>• Clayey soils</li><li>• Associated with uplands</li><li>• Used mainly as pasture, urban or cropland</li></ul>	295.4

**Table 1. Soil Associations within the Study Area – Dallas County**

Soil Association	STATSGO code	Description	Segment 1 (acres)
Trinity-Kaufman	s7697	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained; very slowly permeable</li> <li>Clayey soils</li> <li>Associated with floodplains</li> <li>Used mainly as pasture or cropland</li> </ul>	360.0
Silstid-Silawa-Bastsil	s7644	<ul style="list-style-type: none"> <li>Nearly level to sloping</li> <li>Well drained</li> <li>Loamy and sandy soils</li> <li>Associated with stream terraces</li> <li>Used mainly as pasture and urban</li> </ul>	1.3

Source: NRCS, 2006

**Table 2: Soil Units within the Study Area – Dallas County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 1 (acres)	Prime Farmland Designation
Arents, loamy, gently undulating	2	Low	Moderate	High	5.8	None
Arents, loamy, hilly, rarely flooded	3		Moderate	High	16.6	None
Eddy clay loam, 3 to 8 percent slopes	27		Moderate	Moderate	14.8	None
Eddy-Whitewright complex, 8 to 20 percent slopes	28		Moderate	Moderate	88.7	None
Eddy-Stephen complex, 1 to 5 percent slopes	30		Moderate	Moderate	64.7	None
Eufaula loamy fine sand, 0 to 2 percent slopes	33		Low	Low	0.31	None
Silstid-Urban land complex, 0 to 6 percent slopes	65		Moderate	Moderate	0.46	None
Sunev clay loam, 1 to 3 percent slopes	70	Moderate	Moderate	Moderate	4.5	Farmland of Statewide Importance
Sunev clay loam, 3 to 8 percent slopes	71		Moderate	Moderate	20.9	None
Austin silty clay, 1 to 3 percent slopes	5		Moderate	High	25.2	Farmland of Statewide Importance
Austin silty clay, 2 to 5 percent slopes, eroded	6		Moderate	High	2.3	None
Frio silty clay, occasionally flooded	36		Moderate	High	43.8	None
Frio silty clay, frequently flooded	37		Moderate	High	51.6	None
Altoga silty clay, 5 to 12 percent slopes, eroded	1	High	Moderate	High	5.0	None
Axtell-Urban land complex, 1 to 5 percent slopes	13		Moderate	High	21.0	None
Burleson clay, 0 to 1 percent slopes	18		Moderate	High	6.2	Prime Farmland
Lewisville silty clay, 1 to 3 percent slopes	46		Moderate	High	12.8	Prime Farmland
Lewisville silty clay, 3 to 5 percent slopes, eroded	47		Moderate	High	6.6	None
Austin-Lewisville complex, 5 to 8 percent slopes	7		Moderate	High	0.67	None

**Table 2: Soil Units within the Study Area – Dallas County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 1 (acres)	Prime Farmland Designation
Wilson-Urban land complex, 0 to 2 percent slopes	80		Moderate	High	5.6	None
Heiden Clay, 1 to 3 percent slopes	41	Very High	Moderate	High	0.02	Prime Farmland
Houston Black clay, 0 to 1 percent slopes	43		Low	High	47.0	Prime Farmland
Houston black clay, 1 to 3 percent slopes	44		Moderate	High	160.0	Prime Farmland
Ferris-Urban land complex 5 to 12 percent slopes	35		Low	High	3.8	None
Houston Black-Urban land complex 0 to 4 percent slopes	45		Low	High	28.0	None
Trinity clay, occasionally flooded	72		Low	High	7.9	None
Trinity clay, frequently flooded	73		Low	High	27.2	None
Trinity-Urban land complex	74		Low	High	86.3	None

Source: NRCS, 2013

### Geology

In Dallas County, the Study Area is comprised of four predominant geological formations. Descriptions of the formations and the area in acres of each within Segment 1 are provided in **Table 3**.

**Table 3: Predominant Geological Formations within the Study Area – Dallas County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 1 (acres)
Austin Chalk	Kau	Cretaceous/ Gulfian/ Austin/ None listed	Upper and lower parts, chalk, mostly microgranular calcite, massive, some interbeds and partings of calcareous clay, thin bentonitic locally in lower part, lower part forms westward-facing scarp; light gray. Middle part, mostly thin-bedded marl with interbeds of massive chalk, locally burrowed, marcasite-pyrite modules common, light gray. Weathers white, marine megafossils scarce, thickness 300-500 feet, thins southward.	482.7
Alluvium	Qal	Quaternary/ Holocene/ None listed	Flood-plain deposits, includes indistinct low terrace deposits; gravel, sand, silt, silty clay and organic matter.	218.9
Ozan	Ko	Cretaceous/ Gulfian/ Taylor Group	Clay, calcareous, silt and sand content increases upward, montmorillonitic, blocky, conchoidal fracture, medium gray; some glauconite, phosphate pellets, hematitic nodules and pyrite nodules; some very thin limestone lenses locally in lower part; weathers light brownish gray with poor fissility, grades upward to Wolfe City Formation; marine megafossils; thickness 500 plus or minus feet.	13.9
Fluviatile terrace deposits	Qt	Quaternary/ Pleistocene/ None listed	Gravel, sand, silt and clay; contiguous terraces of different ages separated by solid line.	107.0

Source: BEG, 1996 and USGS, 2007



## Ellis County

### Soils

In Ellis County, the Study Area is comprised of three soil associations. Descriptions of these soil associations and the area in acres of each within the Ellis County segments are provided in **Table 4**. **Table 5** includes the soil units that comprise the Study Area within Ellis County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres by segment.

**Table 4. Soil Associations within the Study Area – Ellis County**

Soil Association	STATSGO code	Description	Segment 1 (acres)	Segment 2A (acres)	Segment 2B (acres)	Segment 3A (acres)	Segment 3B (acres)	Segment 3C (acres)
Houston-Black-Heiden-Altoga	s7377	<ul style="list-style-type: none"> <li>• Nearly level to strongly sloping</li> <li>• Moderately well drained and well drained</li> <li>• Clayey soils</li> <li>• Associated with uplands</li> <li>• Used mainly as pasture, urban or cropland</li> </ul>	69.1	851.1	819.3	48.2	55.5	48.2
Trinity-Kaufman	s7697	<ul style="list-style-type: none"> <li>• Nearly level to gently sloping</li> <li>• Somewhat poorly drained; very slowly permeable</li> <li>• Clayey soils</li> <li>• Associated with floodplains</li> <li>• Used mainly as pasture or cropland</li> </ul>	--	95.9	157.1	9.5	3.8	9.5
Wilson-Crockett-Burleson	s7732	<ul style="list-style-type: none"> <li>• Nearly level to gently sloping</li> <li>• Somewhat poorly drained and moderately well drained; very slowly permeable</li> <li>• Loamy and clayey soils</li> <li>• Associated with uplands</li> <li>• Used mainly as pasture or cropland</li> </ul>	--	5.5	5.5	--	--	--

<sup>1</sup>Source: NRCS, 2006

'--' - not present

**Table 5: Soil Units within the Study Area – Ellis County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 1 (acres)	Area of Segment 2A (acres)	Area of Segment 2B (acres)	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Prime Farmland Designation
Frio silty clay, 0 to 1 percent slopes, frequently flooded	Fr	Moderate	Moderate	High	--	5.1	3.6	--	--	--	None
Lamar clay loam, 3 to 8 percent slopes	LaD		High	Moderate	--	--	--	0.18	--	0.18	None
Lewisville association, 3 to 5 percent slopes, moderately eroded	LWC2	High	Moderate	High	--	--	--	2.3	1.7	2.3	None
Lewisville silty clay, 0 to 1 percent slopes	LeA		Moderate	High	--	3.6	--	--	--	--	Prime Farmland
Lewisville silty clay, 1 to 3 percent slopes	LeB		Moderate	High	--	0.97	0.32	--	--	--	Prime Farmland
Lewisville silty clay, 3 to 5 percent slopes, eroded	LeC2		Moderate	High	--	3.3	1.9	4.2	--	4.2	None
Lewisville silty clay, 5 to 8 percent slopes, eroded	LeD2		Moderate	High	--	12.3	16.8	--	--	--	None
Altoga soils, 5 to 8 percent slopes, severely eroded	LsD3		Moderate	High	--	--	--	2.7	1.2	2.7	None
Wilson clay loam, 1 to 3 percent slopes	WnB		High	High	--	--	--	0.52	0.75	0.52	Farmland of Statewide Importance
Wilson clay loam, terrace, 1 to 3 percent slopes	WtB		Moderate	High	--	7.6	6.9	1.2	0.88	1.2	Farmland of Statewide Importance
Leson clay, 1 to 3 percent slopes	LsB		Very High	Low	High	9.6	64.8	65.3	--	--	--
Houston Black clay, 1 to 3 percent slopes	HaB	Moderate		High	52.3	369.7	330.0	--	--	--	Prime Farmland
Burleson clay, 1 to 3 percent slopes	BtB	Moderate		High	--	11.3	10.8	8.9	12.7	8.9	Prime Farmland
Burleson clay, 0 to 1 percent slopes	BuA	Moderate		High	--	42.8	50.3	7.4	9.1	7.4	Prime Farmland
Houston Black clay, 0 to 1 percent slopes	HaA	Low		High	0.16	46.9	86.7	--	--	--	Prime Farmland
Branyon clay, terrace, 0 to 1 percent slopes	HbA	Moderate		High	--	119.5	91.7	18.1	27.0	18.1	Prime Farmland
Branyon clay, terrace, 1 to 3 percent slopes	HbB	Moderate		High	--	63.7	51.3	12.2	6.0	12.2	Prime Farmland

**Table 5: Soil Units within the Study Area – Ellis County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 1 (acres)	Area of Segment 2A (acres)	Area of Segment 2B (acres)	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Prime Farmland Designation
Heiden clay, 1 to 3 percent slopes	HcB	Very High	Moderate	High	--	19.0	14.2	--	--	--	Prime Farmland
Heiden clay, 3 to 5 percent slopes, eroded	HcC2		Moderate	High	6.2	68.3	98.1	--	--	--	None
Heiden clay, 5 to 8 percent slopes, eroded	HcD2		Moderate	High	--	39.2	41.5	--	--	--	None
Heiden-Ferris complex, 5 to 8 percent slopes, severely eroded	HsD3		Low	High	--	24.3	42.4	--	--	--	None
Ferris clay, 5 to 12 percent slopes severely eroded	SuE3		Moderate	High	--	10.0	19.8	--	--	--	None
Trinity clay, frequently flooded	Tc		Low	High	0.71	28.6	34.4	--	--	--	None
Trinity clay, occasionally flooded	To		Low	High	--	10.2	13.7	--	--	--	None

Source: NRCS, 2015

'--' - not present

Geology

In Ellis County, the Study Area is comprised of three predominant geological formations. Descriptions of the formations and the area in acres of each within the Ellis County segments are provided in **Table 6**.

<b>Table 6: Predominant Geological Formations within the Study Area – Ellis County</b>									
Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 1 (acres)	Area of Segment 2A (acres)	Area of Segment 2B (acres)	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)
Ozan	Ko	Cretaceous/ Gulfian/ Taylor Group	Previously described in <b>Table 3</b> .	69.1	860.4	874.3	--	--	--
Wolfe City	Kwc	Cretaceous/ Gulfian/ Taylor Group	Marl, sand, sandstone and mudstone. In Navarro County, marl, sandy and silty, interbedded with thin sandstone beds and massive sandstone; medium gray. Grades northward into an upper fine-grained sand and silt unit, calcareous, medium yellowish gray; and a lower mudstone unit, calcareous, dark gray, weathers medium gray. Marine megafossils. Thickness 75-300 feet, thins northward.	--	62.6	67.9	57.1	59.0	57.1
Alluvium	Qal	Quaternary/ Holocene/ None listed	Previously described in <b>Table 3</b> .	--	29.5	39.7	0.60	0.27	0.60

Source: BEG, 1996 and USGS, 2007

'--' - not present

## Navarro County

### Soils

In Navarro County, the Study Area is comprised of six soil associations. Descriptions of these soil associations and the area in acres of each within the Navarro County segments are provided in **Table 7**. **Table 8** includes the soil units that comprise the Study Area within Navarro County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres by segment.

<b>Table 7: Soil Associations within the Study Area – Navarro County</b>					
Soil Association	STATSGO code	Description	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)
Gredge-Crockett	s7354	<ul style="list-style-type: none"> <li>Nearly level to sloping</li> <li>Moderately well drained; very slowly permeable</li> <li>Moderately deep and very deep loamy soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture or cropland</li> </ul>	--	90.6	--
Houston Black-Heiden-Altoga	s7377	<ul style="list-style-type: none"> <li>Nearly level to strongly sloping</li> <li>Moderately well drained and well drained</li> <li>Clayey soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture, urban or cropland</li> </ul>	333.6	284.6	443.9
Tinn-Kaufman-Gladewater	s7392	<ul style="list-style-type: none"> <li>Nearly level</li> <li>Somewhat poorly drained; very slowly permeable</li> <li>Clayey soils</li> <li>Associated with floodplains</li> <li>Used mainly as pasture or cropland</li> </ul>	99.0	30.5	94.4
Trinity-Kaufman	s7697	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained; very slowly permeable</li> <li>Clayey soils</li> <li>Associated with floodplains</li> <li>Used mainly as pasture or cropland</li> </ul>	17.2	30.5	17.2
Wilson-Crockett	s7269	<ul style="list-style-type: none"> <li>Nearly level to sloping</li> <li>Moderately well drained; very slowly permeable</li> <li>Loamy and sandy soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture or cropland</li> </ul>	599.6	702.6	588.6
Wilson-Crockett-Burleson	s7732	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained and moderately well drained; very slowly permeable</li> <li>Loamy and clayey soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture or cropland</li> </ul>	--	85.0	--

Source: NRCS, 2006

'--' - not present

**Table 8: Soil Units within the Study Area – Navarro County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Prime Farmland Designation
Bunyan loam, calcareous variant	Bn	Low	Moderate	Moderate	15.4	6.6	15.4	None
Silstid loamy fine sand, 1 to 5 percent slopes	StC		Moderate	Moderate	3.8	--	3.8	None
Chickasha fine sandy loam, 3 to 8 percent slopes	ChD		Moderate	Moderate	3.4	8.2	3.4	None
Gowen fine sandy loam	Gn	Moderate	Moderate	Moderate	2.8	1.6	2.8	None
Gowen fine sandy loam, frequently flooded	Go		Moderate	Moderate	5.7	1.2	--	None
Gowen clay loam, frequently flooded	Gy		Moderate	Moderate	14.3	12.3	7.6	None
Lamar clay loam, 3 to 8 percent slopes	LaD		High	Moderate	5.7	3.7	5.7	None
Pursley clay loam	Pr		High	Low	--	16.6	--	None
Axtell fine sandy loam, 1 to 3 percent slopes	AxB	High	Moderate	High	32.5	83.9	32.5	Farmland of Statewide Importance
Axtell fine sandy loam, 3 to 5 percent slopes	AxC		Moderate	High	0.45	6.9	0.45	Farmland of Statewide Importance
Axtell fine sandy loam, 5 to 12 percent slopes	AxE		Moderate	High	1.3	--	1.3	None
Bonham loam, 1 to 3 percent slopes	BmB		High	Moderate	--	1.4	5.3	Prime Farmland
Burleson clay, 0 to 1 percent slopes	BuA		Moderate	High	44.4	74.4	4.2	Prime Farmland
Burleson clay, 1 to 3 percent slopes	BuB		Moderate	High	34.6	49.7	47.6	Prime Farmland
Blum loam, 0 to 1 percent slopes	OkA		Moderate	High	--	<0.01	--	Prime Farmland
Purves rocky clay, 1 to 5 percent slopes	PuC		Low	High	0.38	8.8	--	None
Tabor fine sandy loam, 0 to 1 percent slopes	TaA		Moderate	High	8.3	0.01	8.3	Farmland of Statewide Importance

**Table 8: Soil Units within the Study Area – Navarro County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Prime Farmland Designation
Mabank very fine sandy loam, 0 to 1 percent slopes	WIA		High	High	32.3	11.1	20.8	Farmland of Statewide Importance
Mabank very fine sandy loam, 1 to 3 percent slopes	WIB	High	High	High	1.5	6.0	1.5	Farmland of Statewide Importance
Ellis clay, 3 to 12 percent slopes	EIE		Moderate	High	--	--	12.3	None
Wilson clay loam, 0 to 1 percent slopes	WnA		High	High	64.6	156.6	53.2	Farmland of Statewide Importance
Wilson clay loam, 1 to 3 percent slopes	WnB		High	High	96.5	118.0	71.8	Farmland of Statewide Importance
Wilson clay loam, 3 to 5 percent slopes	WnC		Moderate	High	10.0	6.1	16.0	Farmland of Statewide Importance
Wilson clay loam, 2 to 5 percent slopes, eroded	WnC2		Moderate	High	3.8	1.9	3.6	None
Crockett fine sandy loam, 0 to 1 percent slopes	CrA		Very High	High	High	13.3	68.0	32.6
Crockett fine sandy loam, 1 to 3 percent slopes	CrB	High		High	135.2	58.6	173.5	Farmland of Statewide Importance
Crockett fine sandy loam, 3 to 5 percent slopes	CrC	High		High	2.9	--	16.2	Farmland of Statewide Importance
Crockett fine sandy loam, 5 to 10 percent slopes	CrD	High		High	3.0	--	3.0	None
Crockett soils, 2 to 5 percent slopes, eroded	CtC2	High		High	2.0	5.4	4.1	None
Crockett fine sandy loam, 3 to 8 percent slopes, severely eroded	CtD3	High		High	26.4	10.6	18.8	None

**Table 8: Soil Units within the Study Area – Navarro County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Prime Farmland Designation
Houston Black clay, 0 to 1 percent slopes	HbA	Very High	Low	High	--	4.1	--	Prime Farmland
Houston Black clay, 1 to 3 percent slopes	HbB		Moderate	High	179.4	247.0	176.8	Prime Farmland
Houston Black clay, 3 to 5 percent slopes	HbC		Moderate	High	36.8	1.6	36.8	Prime Farmland
Heiden clay, 1 to 3 percent slopes	HaB		Moderate	High	15.4	6.9	26.3	Prime Farmland
Heiden clay, 3 to 5 percent slopes	HaC		Moderate	High	27.5	42.8	28.6	Prime Farmland
Heiden clay, 3 to 5 percent slopes, eroded	HaC2		Moderate	High	33.0	33.4	61.4	None
Heiden clay, 5 to 8 percent slopes	HaD		Moderate	High	4.2	10.1	26.5	None
Heiden clay, 5 to 8 percent slopes, eroded	HaD2		Moderate	High	3.7	--	3.7	None
Ferris clay, 3 to 8 percent slopes, eroded	FeD2		Low	High	--	5.9	0.16	None
Ferris and Heiden clays, 5 to 15 percent slopes, eroded	FhE2		Low	High	20.8	20.4	49.3	None
Ferris and Heiden stony clays, 8-15 percent slopes	FIE		Low	High	--	2.5	--	None
Houston Black clay, 2 to 5 percent slopes, eroded	HbC2		Low	High	41.0	73.7	41.0	None
Kaufman clay	Ka		Low	High	19.8	--	9.9	None
Kaufman clay, frequently flooded	Kc		Low	High	--	--	12.2	None
Lufkin fine sandy loam, 0 to 1 percent slopes	LuA		Moderate	Moderate	6.7	--	6.7	Farmland of Statewide Importance
Trinity clay	Tn		Low	High	66.9	7.2	64.9	None
Trinity clay, frequently flooded	Tr		Low	High	29.8	35.8	32.8	None

Source: NRCS, 2015

'--' - not present



## Geology

In Navarro County, the Study Area is comprised of 10 predominant geological formations. Descriptions of the formations and the area in acres of each within the Navarro County segments are provided in **Table 9**.

<b>Table 9: Predominant Geological Formations within the Study Area – Navarro County</b>						
<b>Formation</b>	<b>ID</b>	<b>Period/ Epoch Series/ Group</b>	<b>Characteristics</b>	<b>Area of Segment 3A (acres)</b>	<b>Area of Segment 3B (acres)</b>	<b>Area of Segment 3C (acres)</b>
Hooper	PNh	Tertiary/ Eocene/ Wilcox Group	Mostly mudstone with various amounts of sandstone, minor lignite, ironstone concretions and locally glauconite in lowermost part. Mudstone medium to dark gray, weathers yellowish brown. Sandstone, in upper part-fine to medium grained, moderately well sorted, cross-bedded, units 5 to 30 feet thick, light gray to pale yellowish brown; in lower part-very fine grained, well sorted and in part argillaceous, cross-bedded, locally burrowed, units a few inches to 10 feet thick, yellowish brown to moderate brown. Average thickness 500 feet.	25.2	15.8	--
Kincaid	PNk	Tertiary/ Eocene/ Midway Group	Pisgah Member, sand and clay; sand, glauconitic, argillaceous, poorly sorted, greenish gray; clay, sandy, silty, medium gray to black. Littig Member, sand and clay; sand very glauconitic, greenish black; clay, sandy, phosphatic nodules and pebbles present; weathers to yellow and yellowish-brown soil. Thickness 10-120 feet, thins locally, forms mid-slope of cuesta formed by Tehuacana Member.	3.6	58.0	--
Kemp Clay	Kke	Cretaceous/ Gulfian/ Navarro Group	Calcareous, locally silty, massive, thinly laminated, conchoidal fracture, medium dark gray; weathers medium gray; thickness 80-200 feet, thins locally.	--	1.0	--
Wolfe City Formation	Kwc	Cretaceous/ Gulfian/ Taylor Group	Previously described in <b>Table 6</b> .	95.6	55.4	95.6
Alluvium	Qal	Quaternary/ Holocene/ None listed	Previously described in <b>Table 3</b> .	91.6	48.9	100.1
Fluviatile terrace deposits	Qt	Quaternary/ Pleistocene/None listed	Gravel, sand, silt and clay.	99.9	--	98.3
Wills Point	PNw	Tertiary/ Eocene/ Midway Group	Clay, silty, sandy, silt and sand more abundant upward, slightly glauconitic near base, 10-inch rosette limestone bed near middle, massive, poorly bedded, grades upward to mudstone and sand of Wilcox Group, light gray to dark bluish gray, topographically featureless; thickness 250-500 feet, thins southward.	305.2	307.1	420.9

**Table 9: Predominant Geological Formations within the Study Area – Navarro County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)
Neylandville and Marlbrook Marl undivided	Knm	Cretaceous/ Gulfian/ Taylor Group	South of Rockwall County; where subdivided includes from the top down Neylandville Formation and Marlbrook Marl. Neylandville Formation, clay calcareous, silty, sandy, sand content increases upward, medium gray; weathers light gray, forms irregular topography; thickness 125 plus or minus feet. Marlbrook Marl ("upper Taylor marl"), clay, calcareous, variable amount of silt and glauconite, silt content increases upward, disseminated pyrite, locally phosphate nodules and phosphatized marine megafossils, blocky, conchoidal fracture, light to dark gray; weathers light gray with poor fissility; marine megafossils; thickness 350 plus or minus feet.	363.4	471.1	363.4
Nacatoch Sand	Kns	Cretaceous/ Gulfian / None Listed	Quartz sand, fine grained, poorly sorted, friable, silty, glauconitic, local lenses of silty clay, compact. Light gray to greenish-gray in color. Thin calcareous sandstone beds. Marine megafossils. Thickness 250 plus or minus feet.	65.0	263.7	64.9

Source: BEG, 1996 and USGS, 2007

'--' - not present

## Freestone County

### Soils

In Freestone County, the Study Area is comprised of eight soil associations. Descriptions of these soil associations and the area in acres of each within the Freestone County segments are provided in **Table 10**. **Table 11** includes the soil units that comprise the Study Area within Freestone County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres by segment.

**Table 10: Soil Associations within the Study Area – Freestone County**

Soil Association	STATSGO code	Description	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Konsil-Gasil-Axtell	s7409	<ul style="list-style-type: none"> <li>• Gently sloping</li> <li>• Moderately well drained; slowly permeable and moderately permeable</li> <li>• Loamy and sandy soils</li> <li>• Associated with stream terraces</li> <li>• Used mainly as pasture or wildlife habitat</li> </ul>	--	--	--	25.4
Nahatche-Hatliff	s7364	<ul style="list-style-type: none"> <li>• Nearly level</li> <li>• Somewhat poorly drained and moderately well drained; moderately permeable and moderately rapidly permeable</li> <li>• Loamy soils</li> <li>• Associated with floodplains and creek</li> <li>• Used mainly as pasture or wildlife habitat</li> </ul>	--	--	76.3	--
Silstid-Padina	s7525	<ul style="list-style-type: none"> <li>• Gently sloping to moderately sloping</li> <li>• Well drained; moderately permeable</li> <li>• Sandy soils</li> <li>• Associated with uplands</li> <li>• Used mainly as pasture or range</li> </ul>	--	--	152.3	149.2
Tabor-Gredge-Edge	s7306	<ul style="list-style-type: none"> <li>• Nearly level to strongly sloping</li> <li>• Well drained and moderately well drained</li> <li>• Loamy soils</li> <li>• Associated with uplands and high stream terraces</li> <li>• Used mainly as pasture, range or cropland</li> </ul>	--	--	1,020.6	180.3

**Table 10: Soil Associations within the Study Area – Freestone County**

Soil Association	STATSGO code	Description	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Tinn-Gowen	s7350	<ul style="list-style-type: none"> <li>• Nearly level</li> <li>• Well drained</li> <li>• Loamy soils</li> <li>• Associated with floodplains</li> <li>• Used mainly as pasture, range or cropland</li> </ul>	--	--	52.6	15.6
Uhland-Sandow-Kaufman-Kaman-Gowen	s7629	<ul style="list-style-type: none"> <li>• Nearly level</li> <li>• Somewhat poorly drained; very slowly permeable</li> <li>• Clayey soils</li> <li>• Associated with floodplains</li> <li>• Used mainly as pasture or range</li> </ul>	--	--	--	21.2
Wilson-Crockett	s7269	<ul style="list-style-type: none"> <li>• Nearly level to sloping</li> <li>• Moderately well drained; very slowly permeable</li> <li>• Loamy and sandy soils</li> <li>• Associated with uplands</li> <li>• Used mainly as pasture or cropland</li> </ul>	0.73	1.4	100.8	502.2
Wolfpen-Pickton-Cuthbert	s7550	<ul style="list-style-type: none"> <li>• Gently sloping to steep</li> <li>• Well drained; moderately permeable to moderately slowly permeable</li> <li>• Loamy and sandy soils</li> <li>• Associated with uplands</li> <li>• Used mainly as pasture or wildlife habitat</li> </ul>	--	--	5.3	--

Source: NRCS, 2006

'--' - not present

**Table 11: Soil Units within the Study Area – Freestone County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Arenosa fine sand, 1 to 8 percent slopes	ArC	Low	Low	Low	--	--	1.7	15.1	None
Gasil fine sandy loam, 1 to 5 percent slopes	GfB		Low	Moderate	--	--	98.6	50.4	Prime Farmland
Padina loamy fine sand, 1 to 5 percent slopes	PaB		Moderate	Moderate	--	--	67.8	43.3	None
Silawa fine sandy loam, 5 to 12 percent slopes	SaE		Moderate	Moderate	--	--	80.5	17.9	None
Silstid loamy fine sand, 1 to 5 percent slopes	SsB		Moderate	Moderate	--	--	60.2	28.1	None
Silstid loamy fine sand, 5 to 8 percent slopes	SsD		Moderate	Moderate	--	--	24.9	11.1	None
Lamar clay loam, 5 to 12 percent slopes	LaE	Moderate	High	Moderate	--	--	--	27.8	None
Cuthbert fine sandy loam, 5 to 15 percent slopes	CtE		Moderate	High	--	--	2.6	--	None
Hearne fine sandy loam, 5 to 15 percent slopes	HeE		Moderate	High	--	--	8.5	--	None
Nahatche clay loam, frequently flooded	Na		Moderate	High	--	--	10.3	--	None
Nahatche-Hatliff association, frequently flooded	NH		Moderate	High	--	--	74.1	15.1	None
Pluck loam, frequently flooded	Pu		Moderate	High	--	--	6.2	1.0	None
Whitesboro fine sandy loam, occasionally flooded	Wh		Moderate	Moderate	--	--	--	3.0	None
Whitesboro clay loam, occasionally flooded	Wk		Moderate	Moderate	--	--	6.5	13.8	None
Whitesboro clay loam, frequently flooded	Wm		Moderate	Moderate	--	--	3.9	14.1	None
Edge fine sandy loam, 1 to 5 percent slopes	EgB	High	High	Moderate	--	--	249.8	81.2	Farmland of Statewide Importance
Edge fine sandy loam, 5 to 12 percent slopes	EgE		High	Moderate	--	--	346.0	18.1	None
Edge-Gullied land complex, 2 to 8 percent slopes	ErC		High	Moderate	--	--	0.64	6.0	None
Ellis clay, 3 to 12 percent slopes	EsE		Moderate	High	--	--	7.7	38.2	None
Mabank fine sandy loam, 0 to 1 percent slopes	MaA		Moderate	High	--	--	0.37	0.18	Farmland of Statewide Importance

**Table 11: Soil Units within the Study Area – Freestone County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Rader fine sandy loam, 0 to 3 percent slopes	RaB	High	High	High	--	--	3.8	--	Prime Farmland
Robco loamy fine sand, 0 to 2 percent slopes	RoA		Moderate	High	--	--	0.25	--	None
Tabor-Lufkin complex, 0 to 1 percent slopes	TfA		Moderate	Moderate	--	--	16.3	41.0	Farmland of Statewide Importance
Wilson silty clay loam, 0 to 1 percent slopes	WnA		High	High	--	--	--	15.2	Farmland of Statewide Importance
Wilson silty clay loam, 1 to 3 percent slopes	WnB		High	High	--	--	3.2	47.5	Farmland of Statewide Importance
Wilson clay loam, 3 to 5 percent slopes	WnC		Moderate	High	--	--	0.33	--	Farmland of Statewide Importance
Crockett fine sandy loam, 0 to 1 percent slopes	CrA	Very High	High	High	--	--	1.7	18.4	Farmland of Statewide Importance
Crockett fine sandy loam, 1 to 3 percent slopes	CrB		High	High	0.73	1.4	51.5	219.6	Farmland of Statewide Importance
Crockett fine sandy loam, 2 to 5 percent slopes, eroded	CrC3		High	High	--	--	9.8	38.1	None
Crockett fine sandy loam, 3 to 5 percent slopes	CrC		High	High	--	--	3.2	1.3	Farmland of Statewide Importance
Crockett fine sandy loam, 5 to 8 percent slopes	CrD		High	High	--	--	1.8	--	None
Crockett fine sandy loam, 3 to 8 percent slopes, severely eroded	CrD4		High	High	--	--	22.2	21.8	None
Kaufman clay loam, overwash, occasionally flooded	Ka		Low	High	--	--	--	16.9	None
Kaufman clay, occasionally flooded	Kc		Low	High	--	--	4.9	--	None
Kaufman clay, frequently flooded	Kd		Low	High	--	--	8.7	--	None
Leson clay, 3 to 5 percent slopes	LsC	Low	High	--	--	20.8	--	Prime Farmland	

**Table 11: Soil Units within the Study Area – Freestone County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Tabor fine sandy loam, 1 to 3 percent slopes	TaB	Very High	Moderate	High	--	--	209.0	89.3	Farmland of Statewide Importance

Source: NRCS, 2013

'--' - not present

### Geology

In Freestone County, the Study Area is comprised of nine predominant geological formations. Descriptions of the formations and the area in acres of each within the Freestone County segments are provided in **Table 12**.



**Table 12: Predominant Geological Formations within the Study Area – Freestone County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Carrizo Sand	Ec	Tertiary/ Eocene/ Wilcox Group	Upper part-sand very fine grained, partings of silty clay, light to dark gray and carbonaceous clay, black; weathers yellowish brown to dark reddish brown, some beds of ironstone, dark brownish, red. Lower part-sand, fine to medium grained, thickly bedded, grayish brown, weathers gray to various reds and purples. Thickness 75-200 feet, characterized by ridges thickly forested with oak.	--	--	104.1	--

**Table 12: Predominant Geological Formations within the Study Area – Freestone County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Calvert Bluff Formation	PNc	Tertiary/ Eocene/ Wilcox Group	Mostly mudstone with various amounts of sandstone, lignite, ironstone concretions and in uppermost part locally glauconitic. Mudstone, massive to thin bedded with silt and very fine sand laminae, pale brown to yellowish brown, weathers yellowish brown. Sandstone, medium to fine grained, moderately well sorted, cross-bedded, lenticular, thin beds locally burrowed, light gray to pale yellowish brown, weathers to various shades of brown. Lignite, mostly in lower part of formation, seams 1 to 20 feet thick, brownish black. Average thickness 1,200 feet.	--	--	596.9	--
Hooper	PNh	Tertiary/ Eocene/ Wilcox Group	Previously described in <b>Table 9.</b>	--	--	489.7	387.4

**Table 12: Predominant Geological Formations within the Study Area – Freestone County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3A (acres)	Area of Segment 3B (acres)	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Reklaw	Er	Tertiary/ Eocene/ Claiborne Group	Includes front top down Marquez and Newby Members not separately mapped. Marquez Member, clay and silt, carbonaceous, lentils of glauconitic clay ironstone, brownish black, reddish brown; weathers light brown to light gray. Newby Member, quartz sand and clay, glauconitic, grayish green, weathers moderate brown and dark yellowish orange, some clay ironstone ledges and rubble; forms low scarp. Thickness about 80 feet, forms fairly narrow prairie.	--	--	6.3	--
Simsboro	PNs	Tertiary/ Eocene/ Wilcox Group	Mostly sand, some mudstone, clay and mudstone conglomerate. Sand, locally indurated, ranges from moderately well-sorted fine sand to sandy mudstone-boulder conglomerate, typically medium to coarse grained, cross-bedded, light gray, commonly weathers reddish brown. In uppermost part thin lenses of clay and mudstone, medium to dark gray. Forms gently rolling hills covered by dense growth of oak. Thickness up to 300 feet, pinches out in northern Freestone County.	--	--	77.6	108.2
Wills Point	PNw	Tertiary/ Eocene/ Midway Group	Previously described in <b>Table 9</b> .	0.73	1.4	48.4	331.1
Alluvium	Qal	Quaternary/ Holocene /None listed	Previously described in <b>Table 3</b> .	--	--	75.1	42.0
Fluviatile terrace deposits	Qt	Quaternary/ Pleistocene/None listed	Previously described in <b>Table 9</b> .	--	--	9.5	25.1

Source: BEG, 1996 and USGS, 2007

'--' - not present

## Limestone County

### Soils

In Limestone County, the Study Area is comprised of three soil associations. Descriptions of these soil associations and the area in acres of each within Segment 4 are provided in **Table 13**. **Table 14** includes the soil units that comprise the Study Area with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area within Segment 4.

Soil Association	STATSGO code	Description	Area of Segment 4 (acres)
Silstid-Padina	s7525	Previously described in <b>Table 10</b>	2.5
Tabor-Gredge-Edge	s7306	Previously described in <b>Table 10</b>	319.8
Uhland-Sandow-Kaufman-Kaman-Gowen	s7629	Previously described in <b>Table 10</b>	13.8

Source: NRCS, 2006

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 4 (acres)	Prime Farmland Designation
Gasil loamy fine sand, 1 to 5 percent slopes	GfB	Low	Low	Moderate	96.8	Prime Farmland
Hatliff fine sandy loam, frequently flooded	Ha		Low	High	0.28	None
Padina loamy fine sand, 1 to 5 percent slopes	PaC		Moderate	Moderate	1.3	None
Padina loamy fine sand, 5 to 12 percent slopes	PaE		Moderate	Moderate	3.9	None
Silawa fine sandy loam, 1 to 3 percent slopes	SaB		Moderate	Moderate	11.9	Prime Farmland
Silawa fine sandy loam, 5 to 12 percent slopes	SaD		Moderate	Moderate	19.2	None
Silstid loamy fine sand, 1 to 3 percent slopes	SsB	Low	Moderate	Moderate	30.4	None
Silstid loamy fine sand, 3 to 8 percent slopes	SsD		Moderate	Moderate	3.1	None
Uhland fine sandy loam, frequently flooded	Uh		Moderate	Moderate	12.4	None
Hearne fine sandy loam, 5 to 20 percent slopes	HeE	Moderate	Moderate	High	0.09	None
Robco loamy fine sand, 0 to 2 percent slopes	RoA		Moderate	High	17.0	None
Nahatche loam, frequently flooded	Na		Moderate	High	7.7	None
Axtell fine sandy loam, 1 to 3 percent slopes	AxB	High	Moderate	High	2.1	Farmland of Statewide Importance
Edge fine sandy loam, 1 to 5 percent slopes	EgB		High	Moderate	12.5	Farmland of Statewide Importance

**Table 14: Soil Units within the Study Area – Limestone County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 4 (acres)	Prime Farmland Designation
Edge fine sandy loam, 2 to 5 percent slopes, moderately eroded	EgC2		High	Moderate	13.7	None
Edge fine sandy loam, 5 to 12 percent slopes	EgD		High	Moderate	67.4	None
Edge fine sandy loam, 5 to 12 percent slopes	EgE		High	Moderate	2.3	None
Edge-Gullied land complex, 3 to 8 percent slopes	EhC3		High	Moderate	4.2	None
Rader fine sandy loam, 0 to 2 percent slopes	RaA		High	High	21.1	Prime Farmland
Tabor fine sandy loam, 0 to 2 percent slopes	TaA	Very High	Moderate	High	7.7	Farmland of Statewide Importance
Lufkin fine sandy loam, 0 to 1 percent slopes	LuA		Moderate	Moderate	1.0	Farmland of Statewide Importance

Source: NRCS, 2015

### Geology

In Limestone County, the Study Area is comprised of three predominant geological formations. Descriptions of the formations and the area in acres of each within Segment 4 are provided in **Table 15**.

**Table 15: Predominant Geological Formations within the Study Area – Limestone County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 4 (acres)
Calvert Bluff Formation	PNc	Tertiary/ Eocene/ Wilcox Group	Previously described in <b>Table 12</b> .	325.7
Simsboro	PNs	Tertiary/ Eocene/ Wilcox Group	Previously described in <b>Table 12</b> .	0.50
Alluvium	Qal	Quaternary/ Holocene/None listed	Previously described in <b>Table 3</b> .	9.9

Source: BEG, 1996 and USGS, 2007

## **Leon County**

### Soils

In Leon County, the Study Area is comprised of 10 soil associations. Descriptions of these soil associations and the area in acres of each within the Leon County segments are provided in **Table 16**. **Table 17** includes the soil units that comprise the Study Area with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the area in acres of each soil unit by segment.

**Table 16: Soil Associations within the Study Area – Leon County**

Soil Association	STATSGO code	Description	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Margie-Lexton	s7454	<ul style="list-style-type: none"> <li>Gently sloping to steep</li> <li>Well drained</li> <li>Loamy soils</li> <li>Associated with savannahs</li> <li>Used mainly as pasture or range</li> </ul>	199.5	142.0
Nahatche-Hatliff	s7364	Previously described in <b>Table 10</b>	104.9	--
Silstid-Padina	s7525	Previously described in <b>Table 10</b>	191.8	644.0
Silstid-Padina-Jedd-Arenosa	s7524	<ul style="list-style-type: none"> <li>Gently sloping to moderately steep</li> <li>Moderately well drained and somewhat excessively drained</li> <li>Sandy soils</li> <li>Associated with savannahs</li> <li>Used mainly as pasture or range</li> </ul>	35.0	214.8
Silstid-Rader-Padina-Crockett-Axtell	s7187	<ul style="list-style-type: none"> <li>Nearly level to moderately steep</li> <li>Moderately well drained and somewhat excessively drained</li> <li>Sandy soils</li> <li>Associated with savannahs</li> <li>Used mainly as pasture or range</li> </ul>	--	76.3
Tabor-Gredge-Edge	s7306	Previously described in <b>Table 10</b>	--	33.6
Tonkawa-Tenaha-Pickton	s7549	<ul style="list-style-type: none"> <li>Gently sloping to moderately steep</li> <li>Well drained and excessively drained; moderately and rapidly permeable</li> <li>Sandy and clayey soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture or range</li> </ul>	64.1	--
Trawick-Elrose-Bub	s7693	<ul style="list-style-type: none"> <li>Gently sloping to moderately steep</li> <li>Well drained</li> <li>Loamy soils</li> <li>Associated with woodlands</li> <li>Used mainly as pasture or woodland</li> </ul>	69.3	--
Wilson-Luling-Crockett-Benchley	s7267	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Moderately well drained; slowly and very slowly permeable</li> <li>Loamy and clayey soils</li> <li>Associated with uplands and ancient terraces</li> <li>Used mainly as pasture, range or hayland</li> </ul>	105.5	92.8
Wolfpen-Pickton-Cuthbert	s7550	Previously described in <b>Table 10</b>	630.1	--

Source: NRCS, 2006

'--' - not present

**Table 17: Soil Units within the Study Area – Leon County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Arenosa fine sand, 1 to 8 percent slopes	ArC	Low	Low	Low	15.3	39.7	None
Eufaula loamy fine sand, 1 to 5 percent slopes	EuB		Low	Low	1.1	0.18	None
Tonkawa fine sand, 1 to 8 percent slopes	ToC		Low	Low	24.6	--	None
Attoyac fine sandy loam, 0 to 3 percent slopes	AtB		Low	Moderate	0.95	--	Prime Farmland
Dutek loamy fine sand, 1 to 8 percent slopes	DuC		Moderate	Moderate	0.71	33.6	None
Flo loamy fine sand, 1 to 8 percent slopes	FoC		Low	Low	11.9	--	None
Gasil fine sandy loam, 1 to 5 percent slopes	GfB		Low	Moderate	52.5	154.0	Prime Farmland
Hatliff fine sandy loam, frequently flooded	Ha		Low	High	33.4	16.8	None
Larue loamy, fine sand, 1 to 8 percent slopes	LaC		Low	Low	20.3	--	Farmland of Statewide Importance
Gasil fine sandy loam, 5 to 8 percent slopes	GfD		Low	Moderate	--	1.7	None
Melhomes loamy fine sand, 0 to 1 percent slopes	Ms		Low	Moderate	2.7	4.1	None
Padina loamy fine sand, 1 to 8 percent slopes	PaC		Moderate	Moderate	69.0	103.1	None
Padina loamy fine sand, 8 to 15 percent slopes	PaD		Moderate	Moderate	40.3	15.8	None
Pickton loamy fine sand, 1 to 8 percent slopes	PkC		Low	Moderate	198.6	--	None
Pickton loamy fine sand, 8 to 15 percent slopes	PkD		Low	Moderate	36.8	--	None
Silawa fine sandy loam, 1 to 5 percent slopes	SaB		Low	Moderate	--	13.6	Prime Farmland
Silstid loamy fine sand, 1 to 5 percent slopes	SdB		Moderate	Moderate	152.3	238.5	None
Tenaha-Cuthbert complex, 8 to 20 percent slopes	TcE		Moderate	Moderate	97.6	--	None
Wolfpen loamy fine sand, 1 to 8 percent slopes	WoC		Low	Moderate	82.8	--	None
Flynn fine sandy loam, 3 to 8 percent slopes	FyC		Moderate	Moderate	--	4.7	None
Cuthbert fine sandy loam, 5 to 15 percent slopes	CtE	Moderate	Moderate	High	0.09	--	None
Kirvin fine sandy loam, 1 to 5 percent slopes	KrB		Low	High	31.8	--	None
Cuthbert fine sandy loam, 5 to 20 percent slopes	CuE		Moderate	Moderate	65.2	--	None
Cuthbert fine sandy loam, 5 to 20 percent slopes, stony	CxE		Moderate	High	4.6	--	None
Hearne fine sandy loam, 1 to 5 percent slopes	HeB		Moderate	High	--	5.9	None
Hearne fine sandy loam, 5 to 20 percent slopes	HeE		Moderate	High	60.8	117.2	None

**Table 17: Soil Units within the Study Area – Leon County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Hearne fine sandy loam, graded, 5 to 20 percent slopes	HxE	Moderate	Moderate	High	0.64	5.2	None
Jedd-Margie complex, 5 to 25 percent slopes	JmE		High	High	19.2	41.6	None
Lexton clay loam, 1 to 3 percent slopes	LeB		Moderate	High	4.0	6.9	Prime Farmland
Margie fine sandy loam, 1 to 5 percent slopes	MgB		Moderate	High	52.6	56.7	Prime Farmland
Margie fine sandy loam, 5 to 8 percent slopes	MgD		Moderate	High	24.7	42.4	None
Marquez very fine sandy loam, 1 to 5 percent slopes	MkB		High	High	19.3	49.9	None
Marquez gravelly fine sandy loam, 1 to 5 percent slopes	MrB		Moderate	High	--	6.4	None
Nahatche loam, frequently flooded	Na		Moderate	High	46.0	22.4	None
Trawick fine sandy loam, 1 to 5 percent slopes	TrB		Low	High	8.3	--	Prime Farmland
Trawick-Bub complex, 8 to 20 percent slopes	TxE		Moderate	High	51.3	--	None
Axtell fine sandy loam, 1 to 5 percent slopes	AxB		High	Moderate	High	--	6.9
Bremond-Wilson complex, 0 to 2 percent slopes	BrA	High		High	0.47	0.18	Farmland of Statewide Importance
Crockett loam, 1 to 3 percent slopes	CrB	Moderate		High	6.9	45.3	Farmland of Statewide Importance
Crockett fine sandy loam, 5 to 10 percent slopes	CrD	Moderate		High	7.8	1.2	None
Crockett-Wilson complex, 1 to 3 percent slopes	CsB	Moderate		High	62.9	10.2	Farmland of Statewide Importance
Derly silt loam, 0 to 1 percent slopes	De	High		High	4.0	5.5	None
Lummus fine sandy loam, 1 to 5 percent slopes	LmB	Low		High	25.1	--	Prime Farmland
Rader fine sandy loam, 1 to 3 percent slopes	RaB	High		High	27.2	74.1	Prime Farmland
Rader-Derly complex, gently undulating	Rd	High		High	--	2.0	Prime Farmland
Robco loamy fine sand, 1 to 8 percent slopes	RoC	Moderate		High	1.5	20.1	None
Robco-Gullied land complex, 1 to 8 percent slopes	RxC	Low		High	--	2.4	None
Tabor fine sandy loam, 1 to 5 percent slopes	TaB	Moderate		High	--	7.5	Farmland of Statewide Importance
Woodtell fine sandy loam, 5 to 12 percent slopes	WtD	Moderate		High	0.54	--	None
Benchley clay loam, 1 to 3 percent slopes	BeB	Moderate		High	14.1	6.1	Prime Farmland



**Table 17: Soil Units within the Study Area – Leon County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Dimebox silty clay, 0 to 1 percent slopes	DmA	Very High	Moderate	High	16.7	9.0	Prime Farmland
Kaufman clay, occasionally flooded	Ka	Very High	Low	High	1.5	--	None
Lufkin fine sandy loam, 0 to 1 percent slopes	LfA		Moderate	Moderate	1.7	28.1	Farmland of Statewide Importance

Source: NRCS, 2013

"--" - not present

### Geology

In Leon County, the Study Area is comprised of 10 predominant geological formations. Descriptions of the formations and the area in acres of each within the Leon County segments are provided in **Table 18**.

**Table 18: Predominant Geological Formations within the Study Area – Leon County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Carrizo Sand	Ec	Tertiary/ Eocene/ Wilcox Group	Previously described in <b>Table 12</b> .	--	144.9
Calvert Bluff Formation	PNc	Tertiary/ Eocene/ Wilcox Group	Previously described in <b>Table 12</b> .	--	57.1
Cook Mountain	Ecm	Tertiary/ Eocene/ Claiborne Group	In western part of sheet includes from top down Mount Tabor, Spiller, Landrum and Wheelock Members not separately mapped. Mount Tabor Member, clay and marl, brown, marine megafossils, thickness 45-100 feet; Spiller Member, sand, argillaceous, lignitic thickness 100 feet; Landrum Member, marl and clay, glauconitic, limestone lentils, near base bentonitic with some glauconitic clay_ironstone containing marine megafossils, brown, thickness 100 feet; Wheelock Member, marl and clay, some glauconitic calcareous ironstone, gray, abundant marine megafossils, thickness 70 feet. Total thickness 100 feet in eastern part of sheet to 370 feet in western part.	265.3	180.1
Queen City Sand	Eqc	Tertiary/ Eocene/ Claiborne Group	Sand, fine-grained quartz, locally carbonaceous, light gray to brown; thin interbeds of clay, sandy, silty, brownish gray; a few lentils of glauconitic quartz greensand; weathers red and white mottled; characterized by low ridges heavily forested; thickness up to 100 feet, thins southwestward.	632.1	463.7
Reklaw	Er	Tertiary/ Eocene/ Claiborne Group	Previously described in <b>Table 12</b> .	7.0	49.5
Sparta Sand	Es	Tertiary/ Eocene/ Claiborne Group	Quartz sand, very fine to fine grained, commonly with lignitic clay and silt partings, soft to indurated, light gray to brownish gray; weathers yellowish brown to reddish brown, local beds and upper few feet cemented by limonite; thickness 200±feet.	259.6	191.2

**Table 18: Predominant Geological Formations within the Study Area – Leon County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Weches	Ew	Tertiary/ Eocene/ Claiborne Group	Greensand, sand and clay; greensand mostly glauconite in part marly, quartz sand common; interbedded with clay, silty, brown to gray; weathers light to dark reddish brown, locally forms layers of limonitic iron ore and clay ironstone concretions; thickness 2575 feet.	183.3	102.9
Alluvium	Qal	Quaternary/ Holocene/ None listed	Previously described in <b>Table 3</b> .	34.8	3.4
Fluviatile terrace deposits	Qt	Quaternary/ Pleistocene/ None listed	Previously described in <b>Table 9</b> .	17.5	10.8

Source: BEG, 1996 and USGS, 2007

'-' - not present

## Madison County

### Soils

In Madison County, the Study Area is comprised of six soil associations. Descriptions of these soil associations and the area in acres of each within the Madison County segments are provided in **Table 19**. **Table 20** includes the soil units that comprise the Study Area in Madison County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres by segment.

**Table 19: Soil Association within the Study Area – Madison County**

Soil Association	STATSGO code	Description	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Nahatche-Hatliff	s7364	Previously described in <b>Table 10</b>	68.2	39.8
Nahatche-Kaufman-Gowker	s7351	<ul style="list-style-type: none"> <li>• Nearly level</li> <li>• Somewhat poorly drained and well drained</li> <li>• Loamy and clayey soils</li> <li>• Associated with broad, flat backswamps</li> <li>• Used mainly as pasture or range</li> </ul>	21.6	22.9
Tabor-Robco-Chazos	s7605	<ul style="list-style-type: none"> <li>• Very gently to gently sloping</li> <li>• Moderately well drained; slowly and very slowly permeable</li> <li>• Loamy and clayey soils</li> <li>• Associated with high stream terraces and uplands</li> <li>• Used mainly as pasture, range or cropland</li> </ul>	98.6	--
Tabor-Spiller-Rader-Marquez-Gredge	s7585	<ul style="list-style-type: none"> <li>• Very gently sloping to moderately sloping</li> <li>• Moderately well drained; slowly permeable</li> <li>• Loamy, sandy and clayey soils</li> <li>• Associated with high terraces and uplands</li> <li>• Used mainly as pasture, range or hayland</li> </ul>	204.0	232.5
Wilson-Luling-Crockett-Benchley	s7267	Previously described in <b>Table 16</b>	20.4	97.2

**Table 19: Soil Association within the Study Area – Madison County**

Soil Association	STATSGO code	Description	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Zulch-Zack-Boonville	s7748	<ul style="list-style-type: none"><li>• Very gently sloping to moderately steep</li><li>• Somewhat poorly drained and moderately well drained</li><li>• Loamy soils</li><li>• Associated with uplands</li><li>• Used mainly as pasture, range or hayland</li></ul>	198.5	204.1

Source: NRCS, 2006

'-' - not present

**Table 20: Soil Units within the Study Area – Madison County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Dutek loamy fine sand, 1 to 5 percent slopes	DuC	Low	Moderate	Moderate	4.0	--	None
Eufaula loamy fine sand, 1 to 5 percent slopes	EuB		Moderate	Low	6.3	--	None
Gasil fine sandy loam, 1 to 5 percent slopes	GaB		Low	Moderate	<0.01	--	Prime Farmland
Padina loamy fine sand, 1 to 5 percent slopes	PaC		Moderate	Moderate	10.9	--	None
Silawa fine sandy loam, 1 to 5 percent slopes	SaB		Low	Moderate	7.2	6.7	Prime Farmland
Silstid loamy fine sand, 1 to 5 percent slopes	SdB		Moderate	Moderate	30.8	1.4	None
Robco loamy fine sand, 1 to 5 percent slopes	RcB	Moderate	High	High	20.7	36.6	None
Gowker clay loam, frequently flooded	Go		Moderate	High	36.3	40.2	None
Gowker clay loam, frequently flooded	Gp		Moderate	High	0.19	0.06	None
Nahatche loam, frequently flooded	Na		Moderate	High	25.7	16.8	None
Rosanky fine sandy loam, 1 to 5 percent slopes	RoC		Moderate	Moderate	14.6	11.2	Prime Farmland
Spiller fine sandy loam, 1 to 3 percent slopes	SpB		Moderate	Moderate	3.1	--	Prime Farmland
Boonville fine sandy loam, 1 to 3 percent slopes	BfB	High	High	High	0.13	--	Farmland of Statewide Importance
Boonville fine sandy loam, 1 to 3 percent slopes	BoB		High	High	20.7	62.9	Farmland of Statewide Importance
Bremond-Wilson complex, 0 to 2 percent slopes	BrA		High	High	13.3	34.1	Farmland of Statewide Importance
Chazos loamy fine sand, 1 to 5 percent slopes	ChB		Moderate	Moderate	29.4	42.9	Prime Farmland
Derly silt loam, 0 to 1 percent slopes, frequently ponded	DdA		High	High	4.3	--	None
Derly-Rader complex, 0 to 1 percent slopes	DeA		High	High	10.1	--	None
Gredge fine sandy loam, 1 to 5 percent slopes	GrC		High	Moderate	40.0	67.2	Farmland of Statewide Importance
Gredge fine sandy loam, 5 to 8 percent slopes	GrD		High	Moderate	15.1	3.4	None
Kurten fine sandy loam, 1 to 5 percent slopes	KuC		Moderate	High	8.8	--	Farmland of Statewide Importance
Mabank fine sandy loam, 0 to 1 percent slopes	MaA		Moderate	High	4.7	--	Farmland of Statewide Importance
Rader fine sandy loam, 1 to 3 percent slopes	RaB		High	High	95.2	89.4	Prime Farmland
Rader-Derly complex, 0 to 2 percent slopes	RbA		High	High	36.4	13.2	Prime Farmland
Wilson loam, 0 to 1 percent slopes	WcA		Moderate	High	2.8	--	Farmland of Statewide Importance
Zack fine sandy loam, 1 to 5 percent slopes	ZaB		High	Moderate	51.5	63.4	None

**Table 20: Soil Units within the Study Area – Madison County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Prime Farmland Designation
Zack fine sandy loam, 3 to 8 percent slopes, eroded	ZaC2		High	Moderate	14.8	2.5	None
Zack fine sandy loam, 5 to 8 percent slopes	ZaD	High	High	Moderate	9.2	--	None
Zulch fine sandy loam, 1 to 3 percent slopes	ZuB		High	High	40.1	42.3	None
Benchley clay loam, 1 to 3 percent slopes	BeB		Moderate	High	4.1	3.8	Prime Farmland
Crockett loam, 1 to 3 percent slopes	CrB	Very High	High	High	--	51.6	Farmland of Statewide Importance
Tabor fine sandy loam, 1 to 3 percent slopes	TaB		Moderate	High	49.7	3.4	Farmland of Statewide Importance

Source: NRCS, 2013

'--' - not present

Geology

In Madison County, the Study Area is comprised of three predominant geological formations. Descriptions of the formations and the area in acres of each within the Madison County segments are provided in **Table 21**.

<b>Table 21: Predominant Geological Formations within the Study Area – Madison County</b>					
Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3C (acres)	Area of Segment 4 (acres)
Cook Mountain	Ecm	Tertiary/ Eocene/ Claiborne Group	Previously described in <b>Table 18</b> .	171.9	156.1
Yegua	Ey	Tertiary/ Eocene/ Claiborne Group	Sandstone, clay and lignite; sandstone mostly quartz, some chert, fine grained, subangular to subrounded, indurated to friable, calcareous, glauconitic, massive, locally crossbedded; clay, lignitic, bentonitic, sandy, silty, mostly well laminated, chocolate brown to reddish brown, lighter colored upward; lentils of lignite common; flat ironstone concretions and spherical calcareous concretions a foot or more in diameter common; some fossil wood; thickness 750-1,000 feet.	390.8	404.6
Alluvium	Qal	Quaternary/ Holocene/ None listed	Previously described in <b>Table 3</b> .	48.5	35.7

Source: BEG, 1996 and USGS, 2007

**Grimes County**

Soils

In Grimes County, the Study Area is comprised of eight soil associations. Descriptions of these soil associations and the area in acres of each within the Grimes County segments are provided in **Table 22**. **Table 23** includes the soil units that comprise the Study Area within Grimes County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the area in acres of each soil unit by segment.

<b>Table 22: Soil Associations within the Study Area – Grimes County</b>					
Soil Association	STATSGO code	Description	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)
Greenvine-Falba-Burleswash-Arol	s7324	<ul style="list-style-type: none"> <li>• Gently sloping to moderately sloping</li> <li>• Moderately well drained and well drained</li> <li>• Loamy, sandy and clayey soils</li> <li>• Associated with ridgetops and slopes</li> <li>• Used mainly as pasture or range</li> </ul>	--	--	223.3

**Table 22: Soil Associations within the Study Area – Grimes County**

Soil Association	STATSGO code	Description	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)
Huntsberg-Fetzer-Depcor-Boy-Annona	s7286	<ul style="list-style-type: none"> <li>Gently sloping to moderately sloping</li> <li>Somewhat poorly drained and moderately well drained</li> <li>Loamy and sandy soils</li> <li>Associated with ridgetops, slopes, uplands and ancient terraces</li> <li>Used mainly as pasture or woodland</li> </ul>	--	--	460.4
Latium-Frelsburg-Crockett-Carbengle-Brenham-Bosque-Bleiberville	s7333	<ul style="list-style-type: none"> <li>Gently sloping and moderately sloping</li> <li>Moderately well drained and well drained</li> <li>Loamy and clayey soils</li> <li>Associated with ridges and side slopes</li> <li>Used mainly as pasture, range or cropland</li> </ul>	--	--	285.4
Nahatche-Kaufman-Gowker	s7351	Previously described in <b>Table 19</b>	6.0	7.6	--
Rader-Lufkin-Axtell	s7584	<ul style="list-style-type: none"> <li>Nearly level to strongly sloping</li> <li>Somewhat poorly drained and moderately well drained</li> <li>Loamy and clayey soils</li> <li>Associated with ridges, slopes and terraces</li> <li>Used mainly as pasture, range, or cropland</li> </ul>	--	--	89.5
Singleton-Shiro-Burleswash	s7647	<ul style="list-style-type: none"> <li>Nearly level to strongly sloping</li> <li>Well drained and moderately well drained</li> <li>Loamy and sandy soils</li> <li>Associated with broad flats and divides</li> <li>Used mainly as pasture or range</li> </ul>	--	--	204.0
Tonkavar-Shiro-Gomery-Elmina	s7349	<ul style="list-style-type: none"> <li>Gently sloping to moderately sloping</li> <li>Somewhat poorly drained, moderately well drained and well drained</li> <li>Sandy soils</li> <li>Associated with broad ridgetops</li> <li>Used mainly as pasture or range</li> </ul>	--	--	217.5
Zulch-Zack-Boonville	s7748	Previously described in <b>Table 19</b>	96.4	61.1	46.3

Source: NRCS, 2006

'--' - not present

**Table 23: Soil Units within the Study Area – Grimes County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)	Prime Farmland Designation
Boy loamy fine sand, 1 to 5 percent slopes	BgD	Low	Low	High	--	--	35.6	None
Boy loamy fine sand, 1 to 5 percent slopes	BoC		Low	High	--	--	0.79	None
Carbengle clay loam, 1 to 5 percent slopes	CaC		Moderate	Moderate	--	--	6.8	Prime Farmland
Depcor loamy fine sand, 1 to 5 percent slopes	DeC		Low	High	--	--	246.2	None
Depcor loamy fine sand, 5 to 8 percent slopes	DeD		Low	Moderate	--	--	8.5	None
Gomery loamy fine sand, 1 to 5 percent slopes	GmC		Low	Moderate	--	--	75.1	None
Hatliff fine sandy loam, frequently flooded	Ha		Low	High	--	--	12.9	None
Landman loamy fine sand, 1 to 5 percent slopes	LaC		Low	Moderate	--	--	2.9	Farmland of Statewide Importance
Padina loamy fine sand, 1 to 8 percent slopes	PaD	Moderate	Moderate	--	--	0.62	None	
Robco loamy fine sand, 1 to 5 percent slopes	RoC	Moderate	High	High	23.9	18.2	13.2	None
Brenham clay loam, 3 to 8 percent slopes	BrD		Moderate	High	--	--	20.9	None
Fetzer loamy fine sand, 1 to 5 percent slopes	FeC		Moderate	High	--	--	43.5	None
Gowker loam, frequently flooded	Go		Moderate	High	--	--	1.9	None
Gowker clay loam, frequently flooded	Gp		Moderate	High	1.3	17.9	0.63	None
Nahatche clay loam, frequently flooded	Na		Moderate	High	10.9	3.3	51.9	None
Tonkavar fine sand, 1 to 8 percent slopes	ToD	Low	Moderate	--	--	6.4	None	
Annona fine sandy loam, 1 to 5 percent slopes	AnC	High	Moderate	High	--	--	121.1	Farmland of Statewide Importance
Annona fine sandy loam, 1 to 5 percent slopes, eroded	AnC2		Moderate	High	--	--	7.9	None
Annona fine sandy loam, 5 to 8 percent slopes	AnD		Moderate	High	--	--	17.3	None
Arol fine sandy loam, 0 to 1 percent slopes	ArA		High	High	--	--	14.3	None
Arol fine sandy loam, 1 to 5 percent slopes	ArC		High	High	--	--	5.9	None
Axtell fine sandy loam, 1 to 5 percent slopes	AxC		Moderate	High	--	--	25.7	Farmland of Statewide Importance
Axtell fine sandy loam, 2 to 5 percent slopes, moderately eroded	AxC2		Moderate	High	--	--	8.2	None
Boonville fine sandy loam, 1 to 3 percent slopes	BfB		High	High	14.2	3.7	15.6	Farmland of Statewide Importance
Burlewash fine sandy loam, 1 to 5 percent slopes	BuC		High	High	--	--	4.5	None
Burlewash-Gullied land complex, 5 to 15 percent slopes	BxE		High	High	--	1.6	--	None



**Table 23: Soil Units within the Study Area – Grimes County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)	Prime Farmland Designation	
Chazos loamy fine sand, 1 to 5 percent slopes	ChC	High	Moderate	Moderate	--	--	7.2	Prime Farmland	
Crockett fine sandy loam, 1 to 5 percent slopes	CrC		Moderate	Moderate	--	--	33.3	Farmland of Statewide Importance	
Elmina loamy fine sand, 1 to 5 percent slopes	EmC		Moderate	High	--	--	33.5	None	
Elmina loamy fine sand, 5 to 8 percent slopes	EmD		Moderate	High	--	--	13.5	None	
Falba fine sandy loam, 1 to 5 percent slopes	FaC		Moderate	High	--	--	59.5	None	
Falba fine sandy loam, 1 to 5 percent slopes, eroded	FaC2		Moderate	High	--	--	3.6	None	
Flatonia clay loam, 1 to 4 percent slopes	FIB		Moderate	High	--	--	37.6	Prime Farmland	
Gredge fine sandy loam, 1 to 5 percent slopes	GrC		High	Moderate	2.6	--	4.4	Farmland of Statewide Importance	
Gredge fine sandy loam, 5 to 12 percent slopes	GrE		High	Moderate	5.8	--	--	None	
Huntsburg loamy fine sand, 1 to 5 percent slopes	HuC		Moderate	High	--	--	24.1	Farmland of Statewide Importance	
Shiro loamy fine sand, 1 to 5 percent slopes	ShC		Moderate	Moderate	--	--	211.5	Farmland of Statewide Importance	
Singleton fine sandy loam, 1 to 5 percent slopes	SnC		Moderate	Moderate	--	--	65.1	None	
Tabor fine sandy loam, 1 to 5 percent slopes	TaC		Moderate	High	--	--	9.4	Farmland of Statewide Importance	
Wilson clay loam, 1 to 3 percent slopes	WIB		Moderate	High	--	--	13.0	Farmland of Statewide Importance	
Zack fine sandy loam, 1 to 5 percent slopes	ZaC		High	High	37.0	24.0	13.3	None	
Zulch fine sandy loam, 1 to 5 percent slopes	ZuC		High	High	6.7	0.08	9.5	None	
Tinn clay, 0 to 1 percent slopes, frequently flooded	Tn		Very High	Low	High	--	--	11.1	None
Bleiberville clay, 1 to 3 percent slopes	BcB			Moderate	High	--	--	2.6	Prime Farmland
Frelsburg clay, 1 to 5 percent slopes	FrC	Low		High	--	--	110.2	Prime Farmland	
Frelsburg clay, 1 to 5 percent slopes, eroded	FrC2	Very High	Low	High	--	--	0.38	None	
Greenvine clay, 1 to 5 percent slopes	GvC		Low	High	--	--	8.5	Prime Farmland	
Latium clay, 5 to 8 percent slopes	LtD		Low	High	--	--	8.4	None	
Latium clay, 4 to 12 percent slopes, severely eroded	LtD3		Low	High	--	--	3.5	None	

**Table 23: Soil Units within the Study Area – Grimes County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)	Prime Farmland Designation
Lufkin fine sandy loam, 1 to 3 percent slopes	LuB		High	Moderate	--	--	37.0	Farmland of Statewide Importance
Lufkin-Rader complex, gently undulating	LxB		High	Moderate	--	--	46.8	Farmland of Statewide Importance

Source: NRCS, 2013

'--' - not present

Geology

In Grimes County, the Study Area is comprised of 10 geologic formations. Descriptions of the formations and the area in acres of each within the Grimes County segments are provided in **Table 24**.

**Table 24: Predominant Geological Formations within the Study Area – Grimes County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)
Caddell	Eca	Tertiary/ Eocene/Jackson Group	Clay and quartz sand; clay sandy, lignitic, brown; sand, very fine grained, glauconitic, glauconitic ironstone concretions common; thickness 50-150 feet, thickens westward.	--	--	55.0
Catahoula	Oc	Tertiary/ Oligocene/ None Listed	Mudstone and sand. Upper part mudstone, tuffaceous, sandy, light gray; weathers dark gray. Lower 10-80 feet, quartz sand, coarse grained, grains polished, opal cement common; fossil wood abundant; forms cuesta; thickness 250-300 feet.	--	--	181.3
Fleming	Mlf	Tertiary/ Miocene/ Fleming Group	Clay, silt and sand; mostly clay, commonly calcareous, calcareous concretions locally; silt and sand indurated, locally predominant; light gray to yellowish gray; weathers light gray to medium gray, locally red beneath Willis, forms brownish-black soil; thickness 1,300-1,450 feet.	--	--	341.1
Manning	Em	Tertiary/ Eocene/ Jackson Group	Clay and sandstone; clay lignitic, chocolate brown, interbedded fine- to medium-grained sand, fossil wood common; sandstone, fine to medium grained, tuffaceous, indurated, brittle, thick bedded, some crossbedding; forms resistant ledges, light yellowish gray; thickness 250± feet.	--	--	296.3

**Table 24: Predominant Geological Formations within the Study Area – Grimes County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 3C (acres)	Area of Segment 4 (acres)	Area of Segment 5 (acres)
Wellborn	Ewb	Tertiary/ Eocene/ Jackson Group	Quartz sand, fine to very fine grained, glauconitic, light gray, weathers dark gray; interbeds of brown lignitic clay and lignite; fossil wood abundant, imprints of marine megafossils common; thickness 50-150 feet, thickens westward.	--	--	167.6
Whitsett	EOw	Tertiary/ Oligocene/ None Listed	Quartz sand, fine to medium grained, tuffaceous, lignitic, argillaceous, locally silica cemented, light gray; weathers dark gray; fossil wood abundant; thickness 30-70 feet.	--	--	38.6
Willis Formation	Pow	Tertiary/ Pliocene/ None listed	Has a thickness of +/- 100 feet and is characterized by clay, silt, sand and siliceous gravel of granule to pebble size, including some petrified wood. It is mostly deeply weathered and lateritic, indurated by clay and cemented by iron oxide locally, with iron oxide concretions abundant.	--	--	437.5
Alluvium	Qal	Quaternary/ Holocene/None listed	Previously described in <b>Table 3.</b>	--	7.5	--
Yegua	Ey	Tertiary/ Eocene/Claiborne Group	Previously described in <b>Table 21.</b>	102.4	61.3	8.9

Source: BEG, 1996 and USGS, 2007

'--' - not present

## Waller County

### Soils

In Waller County, the Study Area is comprised of three soil associations. Descriptions of these soil associations and the area in acres of each within Segment 5 are provided in **Table 25**. **Table 26** includes the soil units that comprise the Study Area within Waller County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres within Segment 5.

**Table 25: Soil Associations within the Study Area – Waller County**

Soil Association	STATSGO code	Description	Area of Segment 5 (acres)
Huntsberg-Fetzer-Depcor-Boy-Annona	s7286	Previously described in <b>Table 22</b>	85.9
Splendora-Segno-Landman-Boy	s7217	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained and moderately well drained</li> <li>Loamy and sandy soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture, range or cropland</li> </ul>	104.8
Wockley-Segno-Monaville-Hockley	s7374	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained, moderately well drained and well drained; moderately slowly permeable</li> <li>Loamy and sandy soils</li> <li>Associated with hillsides and ridges</li> <li>Used mainly as pasture or cropland</li> </ul>	141.4

Source: NRCS, 2006

**Table 26: Soil Units within the Study Area – Waller County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 5 (acres)	Prime Farmland Designation
Boy loamy fine sand, 1 to 5 percent slopes	BoC	Low	Low	High	20.2	None
Depcor loamy fine sand, 1 to 5 percent slopes	DeC		Low	High	62.0	None
Segno fine sandy loam, 1 to 5 percent slopes	SgC		Moderate	High	23.1	Prime Farmland
Splendora fine sandy loam, 0 to 2 percent slopes	SpB		High	High	60.3	None
Wockley fine sandy loam, 0 to 1 percent slopes	WoA		High	High	47.3	Prime Farmland
Hockley loamy fine sand, 1 to 3 percent slopes	HoB		Low	High	33.6	Prime Farmland
Wockley fine sandy loam, 1 to 3 percent slopes	WoB		High	High	8.0	Prime Farmland
Hatliff-Pluck-Kian complex, 0 to 1 percent slopes, frequently flooded	HatA		High	Moderate	0.12	None
Conroe loamy fine sand, 1 to 5 percent slopes	CoC	Moderate	Moderate	High	10.8	None
Fetzer loamy fine sand, 1 to 5 percent slopes	FeC		Low	High	0.95	None
Hockley gravelly fine sandy loam, 1 to 5 percent slopes	HpC		Moderate	High	6.0	Prime Farmland

**Table 26: Soil Units within the Study Area – Waller County**

Soil Unit Name	Soil Unit	Shrink/Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 5 (acres)	Prime Farmland Designation
Katy fine sandy loam, 0 to 1 percent slopes	KaA	Moderate	High	High	11.3	Prime Farmland
Katy fine sandy loam, 1 to 3 percent slopes	KaB		High	High	3.3	Prime Farmland
Monaville loamy fine sand, 1 to 5 percent slopes	MvC		Low	Moderate	14.8	None
Nahatche loam, frequently flooded	Na		Moderate	High	7.9	None
Gessner fine sandy loam, 0 to 1 percent slopes, occasionally ponded	Wa		High	High	0.21	None
Edna loam, 0 to 1 percent slopes	EdA	High	High	High	6.0	Farmland of Statewide Importance
Annona fine sandy loam, 1 to 5 percent slopes	AnC		High	High	9.1	Farmland of Statewide Importance
Chazos loamy fine sand, 1 to 5 percent slopes	ChC		Moderate	Moderate	0.64	Prime Farmland
Axtell fine sandy loam, 1 to 5 percent slopes	AxC		Moderate	High	4.1	Farmland of Statewide Importance
Verland clay loam, 1 to 3 percent slopes	MdB		Moderate	High	1.2	Farmland of Statewide Importance
Frelsburg clay, 1 to 3 percent slopes	FrB	Very High	Low	High	0.90	Prime Farmland

Source: NRCS, 2013

### Geology

In Waller County, the Study Area is comprised of three geologic formations. Descriptions of the formations and the area in acres of each within Segment 5 are provided in **Table 27**.

**Table 27: Predominant Geological Formations within the Study Area – Waller County**

Formation	ID	Period/ Epoch Series/ Group	Characteristics	Area of Segment 5 (acres)
Alluvium	Qal	Quaternary/ Holocene/ None listed	Previously described in <b>Table 3</b> .	3.8
Lissie	Ql	Quaternary/ Holocene, Pleistocene/ None listed	Upper part, clay, slit, sand and very minor siliceous gravel of granule and small pebble size gravel more abundant northwestward, locally calcareous, concretions of calcium carbonate, iron oxide and iron-manganese oxides common in zone of weathering; fluvial; surface fairly flat and featureless except for numerous rounded shallow depressions and pimple mounds, bower part, clay, silt, sand and minor amount of gravel; gravel slightly coarser than in upper part, noncalcareous, iron oxide concretions more abundant than in upper part; fluvial; very gently rolling; thickness ± 200 feet.	24.6
Willis	POw	Tertiary/ Pliocene/ None listed	Previously described in <b>Table 24</b> .	303.7

## Harris County

### Soils

In Harris County, the Study Area is comprised of five soil associations. Descriptions of these soil associations and the area in acres of each within Segment 5 and the three terminal options are provided in **Table 28**. **Table 29** includes the soil units that comprise the Study Area within Harris County with associated characteristics including shrink-swell potential, erosion potential, and corrosion potential, as well as the prime farmland designation and the soil unit area in acres within Segment 5 and the three terminal options.

<b>Table 28: Soil Associations within the Study Area – Harris County</b>						
<b>Soil Association</b>	<b>STATSGO code</b>	<b>Description</b>	<b>Segment 5 (acres)</b>	<b>Segment 5: Industrial Site Terminal Option (acres)</b>	<b>Segment 5: Northwest Mall Terminal Option (acres)</b>	<b>Segment 5: Northwest Transit Center Terminal (acres)</b>
Gessner-Clodine-Addicks	S7249	<ul style="list-style-type: none"> <li>Nearly level</li> <li>Poorly drained; moderately permeable</li> <li>Loamy soils</li> <li>Associated with prairies</li> <li>Used mainly as pasture, range, or cropland</li> </ul>	286.7	--	--	--
Katy-Clodine-Aris	S7389	<ul style="list-style-type: none"> <li>Nearly level</li> <li>Somewhat poorly drained and poorly drained</li> <li>Loamy soils</li> <li>Associated with prairies</li> <li>Used mainly as pasture, range, or cropland</li> </ul>	124.6	92.3	103.9	99.0
Morey-Mocarey-Bernard	S7198	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained; very slowly permeable</li> <li>Loamy soils</li> <li>Associated with uplands</li> <li>Used mainly as pasture, range, or cropland</li> </ul>	11.6	--	--	--
Wockley-Hockley-Gessner	S7740	<ul style="list-style-type: none"> <li>Nearly level to gently sloping</li> <li>Somewhat poorly drained, moderately well drained and poorly drained; moderately slowly and moderately permeable Loamy soils</li> <li>Associated with prairies</li> <li>Used mainly as pasture, range, or cropland</li> </ul>	486.3	--	--	--
Wockley-Segno-Monaville-Hockley	S7374	Previously described in <b>Table 25</b>	355.3	--	--	--

Source: NRCS, 2006

**Table 29: Soil Units within the Study Area – Harris County**

Soil Unit Name	Soil Unit	Shrink/ Swell Potential	Erosion Potential	Corrosion Potential	Area of Segment 5 (acres)	Industrial Site Terminal Option (acres)	Northwest Mall Terminal Option (acres)	Northwest Transit Center Terminal (acres)	Prime Farmland Designation
Segno fine sandy loam, 0 to 1 percent slopes	SeA	Low	Moderate	High	0.41	--	--	--	Prime Farmland
Hatliff-Pluck-Kian complex, 0 to 1 percent slopes, frequently flooded	HatA		High	High	0.76	--	--	--	None
Wockley fine sandy loam, 0 to 1 percent slopes	Wo		High	High	487.5	--	--	--	Prime Farmland
Hockley loamy fine sand, 1 to 3 percent slopes	HoB		Moderate	High	288.7	--	--	--	Prime Farmland
Gessner fine sandy loam, 0 to 1 percent slopes, ponded	Ge	Moderate	High	High	107.5	--	--	--	None
Addicks loam	Ad		High	High	65.2	--	--	--	Farmland of Statewide Importance
Addicks-Urban land complex	Ak		High	High	71.4	3.0	16.2	4.7	None
Aris fine sandy loam	Ap		Moderate	High	6.7	--	--	--	Prime Farmland, if Drained
Clodine-Urban land complex	Ce		High	High	34.5	--	--	--	None
Katy fine sandy loam, 0 to 1 percent slopes	Kf		High	High	17.4	--	--	--	Prime Farmland
Nahatche loam, frequently flooded	Na		Moderate	High	0.50	--	--	--	None
Clodine fine sandy loam, 0 to 1 percent slopes	Cd		High	High	60.4	--	--	--	None
Aris-Gessner occasionally ponded complex, 0 to 1 percent slopes	Ar	High	Moderate	High	120.5	--	--	--	Prime Farmland, if Drained
Aris-Urban land complex	As		Moderate	High	--	7.5	3.2	46.1	None

Source: NRCS, 2013

Geology

In Harris County, the Study Area is comprised of four geologic formations. Descriptions of the formations and the area in acres of each within Segment 5 and the three terminal options are provided in **Table 30**.

<b>Table 30: Predominant Geological Formations within the Study Area – Harris County</b>							
<b>Formation</b>	<b>ID</b>	<b>Period/ Epoch Series/ Group</b>	<b>Characteristics</b>	<b>Area of Segment 5 (acres)</b>	<b>Industrial Site Terminal Option (acres)</b>	<b>Northwest Mall Terminal Option (acres)</b>	<b>Northwest Transit Center Terminal (acres)</b>
Beaumont, areas predominantly clay	Qbc	Quaternary/ Late Pleistocene/N one listed	Dominantly clay and mud of low permeability, high water-holding capacity, high compressibility, high to very high shrink-swell potential, poor drainage, level to depressed relief, low shear strength and high plasticity; geologic units include interdistributary muds, abandoned channel-fill muds and overbank fluvial muds.	--	0.11	10.0	66.5
Lissie	Ql	Quaternary/ Holocene, Pleistocene/N one listed	Previously described in <b>Table 27</b> .	534.4	92.2	93.9	32.6
Willis	Qwc	Tertiary/ Pliocene/ None listed	Previously described in <b>Table 24</b> .	730.2	--	--	--

Source: BEG, 1996 and USGS, 2007



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