

Dallas to Houston High-Speed Rail  
Final Environmental Impact Statement

Appendix L:  
Programmatic Agreement  
Set 1 of 2



Federal Railroad  
Administration

1 **DRAFT PROGRAMMATIC AGREEMENT**  
2 **AMONG**  
3 **THE FEDERAL RAILROAD ADMINISTRATION,**  
4 **TEXAS CENTRAL RAILROAD,**  
5 **UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,**  
6 **UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,**  
7 **THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND**  
8 **THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**  
9 **REGARDING THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**  
10

11 **WHEREAS**, Texas Central Railroad, LLC (TCRR) and its affiliates propose to construct and operate the  
12 Dallas to Houston High-Speed Rail (HSR) system, a 240-mile for-profit, high-speed passenger rail  
13 connecting Dallas and Houston based on the Japanese N700 Tokaido Shinkansen technology (the  
14 Project); and

15 **WHEREAS**, the Federal Railroad Administration (FRA) has broad authority to prescribe regulations and  
16 issue orders, as necessary, for every area of railroad safety (49 United States Code [U.S.C.] § 20103; 49  
17 Code of Federal Regulations [C.F.R.] § 1.89 and parts 200-299), and on March 10, 2020 published a  
18 notice of proposed rulemaking proposing to establish a comprehensive set of minimum safety standards  
19 for the TCRR HSR rail system through a rule of particular applicability (regulations that apply to a specific  
20 railroad or a specific type of operation), compliance with which is required for TCRR to operate the  
21 Dallas to Houston HSR system; and

22 **WHEREAS**, FRA is preparing an Environmental Impact Statement (EIS) for the Project pursuant to  
23 National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA) and has coordinated the NEPA  
24 process with consultation pursuant to Section 106 of the National Historic Preservation Act of 1966 (54  
25 U.S.C. § 306108) (NHPA), as amended, and its implementing regulations at 36 C.F.R. § 800 (collectively  
26 referred to as “Section 106”) and is serving as the Lead Federal Agency responsible for compliance with  
27 NEPA and Section 106; and

28 **WHEREAS**, TCRR (including its affiliated companies) may pursue financial assistance from the U.S.  
29 Department of Transportation (USDOT) including, but not limited to, a direct loan under the Railroad  
30 Rehabilitation and Improvement Financing (RRIF) Loan Program (45 U.S.C. § 821 et seq.), credit  
31 assistance under the Transportation Infrastructure Finance and Improvement Act (TIFIA) (23 U.S.C. Parts  
32 601-609) or other federal assistance to finance a portion of the Project; and

33 **WHEREAS**, the Secretary of USDOT (Secretary) delegated responsibility to the Build America Bureau  
34 (Bureau) on July 20, 2016, to enter into credit assistance agreements under the RRIF Loan Program and  
35 the TIFIA Credit Programs; and

36 **WHEREAS**, FRA’s regulatory action and USDOT approval of Federal financial assistance would constitute  
37 an undertaking requiring compliance with Section 106 of the NHPA and FRA considers the undertaking  
38 to be a rail project; and

39 **WHEREAS**, under 49 C.F.R. § 1.81(a)(6), FRA will carry out the Secretary’s responsibilities under Section  
40 106 of the NHPA for this rail project if the USDOT is requested to and provides financial assistance to the  
41 undertaking; and

42 **WHEREAS**, construction of the Project requires a Department of the Army permit from both the United  
43 States Army Corps of Engineers (USACE) Fort Worth and Galveston Districts (permit numbers SWF-2011-  
44 00483 and SWG-2014-00412) for activities which result in the discharge of dredged or fill material into  
45 jurisdictional wetlands and/or other waters of the United States pursuant to Section 404 of the Clean  
46 Water Act and activities occurring in or affecting navigable waters of the United States pursuant to  
47 Section 10 of the Rivers and Harbors Act; and

48 **WHEREAS**, construction of the Project requires permission from the USACE Fort Worth District for the  
49 temporary or permanent alteration of a USACE Civil Works project including alterations to the Dallas  
50 Floodway and the Dallas Floodway Extension, which are federally authorized civil works projects, and  
51 require 33 U.S.C. Section 408 compliance; and

52 **WHEREAS**, issuance of the USACE Section 10 and 404 permits by the USACE are undertakings requiring  
53 compliance with Section 106 of the NHPA; and

54 **WHEREAS**, issuance of the Section 408 permission is an undertaking requiring compliance with Section  
55 106 of the NHPA by the USACE, except for impacts to the Dallas Floodway as described by Public Law  
56 111-212 Section 405(a); and

57 **WHEREAS**, the USACE designated FRA as the Lead Federal Agency to act on its behalf for purposes of  
58 compliance with Section 106 (Fort Worth District on December 7, 2018 and Galveston District on April 9,  
59 2019) and FRA invited USACE to participate in this Programmatic Agreement (PA) as an Invited Signatory  
60 and USACE accepted; and

61 **WHEREAS**, in the EIS, FRA analyzed six end-to-end Build Alternatives (Alternatives A-F) as well as the No  
62 Build Alternative and identified Build Alternative A and the Houston Northwest Mall Terminal Station as  
63 the Preferred Alternative for the Project, as described in the Final EIS (FEIS) issued by FRA on May 29,  
64 2020; and

65 **WHEREAS**, FRA, in consultation with the Texas Historical Commission, which is the Texas State Historic  
66 Preservation Officer (SHPO), has determined that it is appropriate to enter into this PA pursuant to 36  
67 C.F.R. § 800.6 and 36 C.F.R. § 800.14(b) of the Section 106 regulations; and

68 **WHEREAS**, FRA initiated formal consultation with the SHPO on February 23, 2015; and

69 **WHEREAS**, through consultation with the SHPO in a letter dated October 16, 2015, as shown in  
70 Appendix A, FRA identified the Area of Potential Effects (APE) for historic (above ground) resources as:  
71 350 feet beyond the limits of disturbance in urban settings, 700 feet beyond the limits of disturbance in  
72 suburban settings, and 1,300 feet beyond the limits of disturbance in rural settings; and through  
73 consultation with the SHPO on December 14, 2015, as shown in Appendix A, the APE for archeological  
74 resources is comprised of the construction footprint, including: any permanent and temporary  
75 easements, access roads, drainage swales, all locations of ancillary facilities (e.g., passenger stations, rail  
76 car and track maintenance facilities, electrical substations, maintenance roads, and signal houses), utility  
77 relocation areas, borrow areas, staging areas, 404 mitigation sites, drainage crossings, and any other  
78 Project-specific locations proposed by TCRR; and

79 **WHEREAS**, the areas requiring the USACE Section 10 and 404 permits are contained within the APE for  
80 the FRA's review of the undertaking and are considered USACE permit areas, shown on maps referenced  
81 in Stipulation V.B; and

82 **WHEREAS**, the areas requiring the USACE 408 permission are contained within the APE for the FRA’s  
83 review of the undertaking; and

84 **WHEREAS**, through consultation with SHPO, FRA determined a phased process for compliance with  
85 Section 106, as provided for in 36 C.F.R. § 800.4(b)(2), is appropriate given the combined length and size  
86 of the Project and because historic and archeological investigations are still in process and have not  
87 been completed on all land due to a lack of permission to enter private landholdings within the APE  
88 where access is needed; and

89 **WHEREAS**, as part of the phased process, FRA conducted comprehensive literature review and intensive  
90 background research for 100 percent of the APE prior to the start of field investigations for cultural  
91 resources, and results from these activities led to initial field investigations of both historic and  
92 archeological resources; and

93 **WHEREAS**, field investigations for historic resources within the APE, which FRA conducted from the  
94 public right-of-way, is approximately 92 percent complete for the preferred alternative as of the date  
95 this PA was executed; and

96 **WHEREAS**, field investigation for archeological resources within the APE is approximately 27 percent  
97 complete for the preferred alternative as of the date this PA was executed; and

98 **WHEREAS**, the archeological investigations performed on property owned, operated, or maintained by  
99 the State of Texas or a political subdivision of the State of Texas fall under the purview of the Antiquities  
100 Code of Texas and are being conducted under Texas Antiquities Permit No. 7497 issued by the SHPO on  
101 December 14, 2015 (see Appendix A); and

102 **WHEREAS**, FRA documented the results of these ongoing historic and archeological investigations in  
103 separate interim reports; and

104 **WHEREAS**, FRA prepared historic resources interim reports and addenda for each of the ten counties of  
105 Dallas, Ellis, Navarro, Freestone, Limestone, Leon, Madison, Grimes, Waller, and Harris that provided the  
106 results of the phased historic resources survey within the Project’s APE and included literature review;  
107 background research; fieldwork; National Register of Historic Places (NRHP) evaluations for resources  
108 documented during fieldwork; available information for resources to be documented during a  
109 subsequent phase of fieldwork; and effects assessment for documented historic properties; and

110 **WHEREAS**, FRA prepared an archeological resources interim report for Ellis County and a combined  
111 interim report for all ten counties, that provided the results of the phased archeological resources  
112 survey within the Project’s APE and included literature review; background research; fieldwork; NRHP  
113 evaluations for resources documented during fieldwork; and methods to be utilized for the subsequent  
114 phases of fieldwork; and

115 **WHEREAS**, FRA submitted the historic and archeological resources interim reports to the SHPO for  
116 consultation between July 15, 2016 and August 23, 2019 (SHPO response letters can be found in  
117 Appendix B); and

118 **WHEREAS**, through the interim reporting, FRA determined the historic and archeological resources can  
119 be classified as 1) not eligible for listing in the NRHP, 2) eligible for listing in the NRHP, and 3)  
120 undetermined eligibility for listing in the NRHP and require further investigation or field verification; and

121 **WHEREAS**, FRA, in consultation with the SHPO, determined the Project will have an adverse effect on  
122 the above ground and sub-surface historic properties identified in Appendix C and SHPO concurred in  
123 several letters dated between June 2017 and December 2019 (Appendix B); and

124 **WHEREAS**, FRA, in consultation with the SHPO, TCRR, USACE, ACHP and Additional Consulting Parties,  
125 determined that TCRR will implement Standard Treatment Measures or Property-Specific Memoranda  
126 of Agreement (MOAs) to resolve adverse effects as stated in Stipulation IV.B. and Stipulation IV.D; and

127 **WHEREAS**, FRA continues to conduct phased cultural resources investigations to identify and evaluate  
128 historic properties in accordance with the research designs (see Appendix A) agreed upon between FRA  
129 and the SHPO in letters dated October 16, 2015 (historic resources) and October 29, 2015 (archeological  
130 resources); and

131 **WHEREAS**, in accordance with 36 C.F.R. § 800.6(a)(1) and 36 C.F.R. § 800.14(b)(1)(ii), FRA notified the  
132 Advisory Council on Historic Preservation (ACHP) on February 25, 2015, of its adverse effect  
133 determination and intention to enter into a PA due to effects on historic properties that cannot be fully  
134 determined prior to the approval of the undertaking and the ACHP, in a response letter dated March 20,  
135 2015, elected to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii); and

136 **WHEREAS**, TCRR, as the Proponent of the Project, will have roles and responsibilities in the  
137 implementation of this PA if construction of the Project occurs and FRA invited TCRR to participate in  
138 this PA as an Invited Signatory; and

139 **WHEREAS**, pursuant to 36 C.F.R. § 800.2(c)(4), FRA authorized TCRR to initiate consultation and prepare  
140 any necessary analyses, documentation, and recommendations on its behalf, but FRA remains legally  
141 responsible for all findings and determinations, including determinations of eligibility and effects of the  
142 Project; and

143 **WHEREAS**, in letters dated February 19, 2015, FRA contacted the Alabama-Coushatta Tribe of Texas,  
144 Alabama Quassarte Tribal Town, Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Cherokee  
145 Nation, Comanche Nation of Oklahoma, Coushatta Tribe of Louisiana, The Delaware Nation, Kiowa  
146 Indian Tribe of Oklahoma, Mescalero Apache Tribe, Muscogee (Creek) Nation of Oklahoma,  
147 Thlopthlocco Tribal Town, Tonkawa Tribe of Indians of Oklahoma, United Keetoowah Band of Cherokee  
148 Indians, and Wichita and Affiliated Tribes, and in letters dated January 25, 2018, FRA notified the  
149 previously listed tribes, as well as the Absentee Shawnee Tribe of Oklahoma, Cherokee Nation of  
150 Oklahoma, Choctaw Nation of Oklahoma, Jicarilla Apache Nation, Kialegee Tribal Town, Kickapoo Tribe  
151 of Oklahoma, Kickapoo Traditional Tribe of Texas, Osage Nation, Poarch Band of Creek Indians, Quapaw  
152 Tribe of Oklahoma, Seminole Nation of Oklahoma, Tunica-Biloxi Tribe of Louisiana, and Ysleta Del Sur  
153 Pueblo of Texas (collectively referred to as “Native American tribes” in this PA), Federally recognized  
154 sovereign Indian Nations that have a government-to-government relationship with the United States  
155 and an interest in the ten Texas counties affected by the undertaking and invited each of these Native  
156 American tribes to consult in the development of this PA (Appendix D); and

157 **WHEREAS**, no Native American tribes accepted FRA’s invitation to consult in the Section 106 process,  
158 but the Alabama Coushatta Tribe of Texas, The Cherokee Nation, Tonkawa Tribe of Indians of Oklahoma,  
159 Caddo Nation of Oklahoma, and Kiowa Indian Tribe of Oklahoma requested they be notified of post-  
160 review and unanticipated human remain discoveries that may have cultural significance; and

161 **WHEREAS**, FRA, in consultation with the SHPO, identified Additional Consulting Parties listed in  
162 Appendix E including federal, state, regional or local agencies and local organizations with a

163 demonstrated interest in the Project pursuant to 36 C.F.R. § 800.2(c), and were invited by FRA to  
164 participate in this consultation and are invited to sign this PA as Concurring Parties; and

165 **WHEREAS**, FRA sought and considered the views of the public regarding Section 106 for this Project  
166 through the NEPA process by holding 12 public scoping meetings - six during October 2014 in Dallas,  
167 Corsicana, Teague, Bryan, Huntsville, and Houston, and six during December 2014 in Jewett,  
168 Waxahachie, Waller, Madisonville, Tomball, and Navasota; as well as 11 public meetings related to the  
169 Draft EIS during January, February, and March 2018 in Dallas, Corsicana, Ennis, Jewett, Fairfield, Mexia,  
170 Cypress, Madisonville, Navasota, Waller, and Houston; and

171 **WHEREAS**, USACE issued a public notice for the Project on December 22, 2017, and extended the  
172 comment period from February 20, 2018, to March 9, 2018, through coordination with FRA to maintain  
173 consistency with FRA's schedule; and

174 **WHEREAS**, FRA will make the Draft PA available to the public for review and comment through the  
175 following [Project website:[https://railroads.dot.gov/current-environmental-reviews/dallas-houston-](https://railroads.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail)  
176 [high-speed-rail/dallas-houston-high-speed-rail](https://railroads.dot.gov/current-environmental-reviews/dallas-houston-high-speed-rail/dallas-houston-high-speed-rail) and FRA website: <https://railroads.dot.gov/>], and FRA will  
177 consider comments received when finalizing the PA; and

178 **NOW, THEREFORE**, the FRA, TCRR, USACE - Fort Worth District, USACE - Galveston District, SHPO, and  
179 ACHP (collectively referred to as Signatories) hereby agree the Project covered by this PA will be  
180 implemented in accordance with the following stipulations in order to consider the effect of each  
181 element of the Project on historic properties and that these stipulations will govern compliance of the  
182 Project with Section 106 of the NHPA.

183 **STIPULATIONS**

184 FRA, with the assistance of TCRR, will ensure the following stipulations are implemented:

185 **I GENERAL**

186 **A. Applicability**

- 187 1. FRA and the USACE will use the terms and conditions of this agreement to fulfill their  
188 Section 106 responsibilities and those of other Federal agencies who designate FRA as the  
189 Lead Federal Agency for the Project pursuant to 36 C.F.R. § 800.2(a)(2). Federal agencies  
190 that do not designate FRA as the Lead Federal Agency remain individually responsible for  
191 their compliance with Section 106.
- 192 2. In the event that a federal agency or other agency issues federal funding, other federal  
193 financial assistance, or approvals for undertakings associated with the Project as described  
194 herein, such funding or approving agency may comply with Section 106 by agreeing in  
195 writing to the terms of this PA and notifying and consulting with FRA, TCRR, USACE, SHPO,  
196 and ACHP. Any necessary amendments will be considered in accordance with Stipulation X  
197 of this PA.
- 198 3. This PA applies to the undertaking and only binds FRA if FRA takes regulatory action or  
199 USDOT provides financial assistance to the undertaking.

200

201 4. The term historic property(ies) as used in this PA refers to historic resources and  
202 archeological resources listed in, or determined eligible for listing in, the NRHP pursuant to  
203 36 C.F.R. § 800.4(c)(2) and pursuant to the definition of historic property in 36 C.F.R. §  
204 800.16(l).

205 B. Timeframes and Notifications

206 1. All time designations are in calendar days unless otherwise stipulated. If a review period  
207 ends on a Saturday, Sunday, or Federal holiday, the review period will be extended until the  
208 first business day following the Saturday, Sunday, or Federal holiday.

209 2. Unless otherwise stipulated in this PA, all review periods are thirty (30) calendar days,  
210 starting on the day the documents are provided to the relevant parties which constitutes  
211 notification.

212 3. All notifications required by this PA will be sent by e-mail and/or other electronic means,  
213 with larger documents uploaded to a SharePoint site. Notifications to the Signatories will be  
214 delivered to the Principal Contacts. However, SHPO does not accept submissions for  
215 consultation via e-mail. Therefore, all submissions to the SHPO will be transmitted through  
216 their eTRAC portal, or in hard copy.

217 C. Roles and Responsibilities

218 1. FRA

219 a. Pursuant to 36 C.F.R. § 800.2(a)(2), FRA has the primary responsibility to ensure the  
220 provisions of this PA are carried out.

221 b. FRA is responsible for all government-to-government consultation with federally-  
222 recognized Native American tribes.

223 c. FRA is responsible for all identification, evaluation, consultation, final determinations of  
224 eligibility, and findings of effect as well as resolution to objections or dispute resolution.

225 d. FRA will provide USACE and the other Signatories with 90-day notice should they need  
226 to terminate their role as Lead Federal Agency.

227 e. As a Signatory, FRA has the authority to execute, seek an amendment to, and/or  
228 terminate this PA.

229 2. TCRR

230 a. TCRR, in cooperation with FRA, will conduct investigations and produce analyses,  
231 documentation and recommendations in a timely manner to address historic properties  
232 within the APE not recorded in the field prior to the Record of Decision, pursuant to the  
233 FRA authorization granted under 36 C.F.R. § 800.2(c)(4).

234 b. TCRR is responsible for continued compliance with all commitments outlined in this PA  
235 and will comply, or ensure compliance, with all conditions of this PA until such time as  
236 the terms of this PA are complete or this PA is terminated or expires.

- 237 c. TCRR is responsible for the successful completion and funding of any mitigation  
238 measures to resolve adverse effects concurred upon in writing during the consultation  
239 process.
- 240 d. As an Invited Signatory, TCRR has the authority to seek an amendment to and/or  
241 terminate this PA.
- 242 3. USACE
- 243 a. USACE will review Project submittals according to the timeframes defined within this  
244 PA, and participate in consultation, as requested by FRA.
- 245 b. As an Invited Signatory, USACE has the authority to seek an amendment to and/or  
246 terminate this PA.
- 247 4. SHPO
- 248 a. SHPO will provide background data to FRA and TCRR regarding historic properties listed  
249 and eligible for listing in the NRHP.
- 250 b. SHPO will review Project submittals according to the timeframes defined within this PA,  
251 and participate in consultation, as requested by FRA.
- 252 c. As a Signatory, SHPO has the authority to execute, seek an amendment to, and/or  
253 terminate this PA.
- 254 5. ACHP
- 255 a. The ACHP is responsible for providing technical guidance, participating in dispute  
256 resolution upon request, and advising FRA on ACHP participation for property-specific  
257 MOAs as appropriate under Stipulation IV.D to resolve adverse effects.
- 258 b. As a Signatory, ACHP has the authority to execute, seek an amendment to, and/or  
259 terminate this PA.
- 260 6. Additional Consulting Parties
- 261 a. As per 36 C.F.R. § 800.2(c)1-5, Additional Consulting Parties include those individuals or  
262 entities identified in Appendix E that have a demonstrated interest in the Project who  
263 have already participated as Consulting Parties in the Section 106 process, along with  
264 individuals or organizations who may later join as Consulting Parties due to the nature  
265 of their legal or economic relation to the Project or affected properties, or their concern  
266 with the Project's effects on historic properties. Additional Consulting Parties  
267 hereinafter are referred to as Consulting Parties.
- 268 b. Consulting Parties identified in Appendix E have been provided the opportunity to  
269 actively participate in the development of this PA and to assist in the resolution of  
270 adverse effects pursuant to 36 C.F.R. § 800.6.
- 271 c. Pursuant to 36 CFR§ 800.6(c)(3), Consulting Parties are invited to sign this PA as  
272 Concurring Parties, however the refusal of any Consulting Party to concur does not  
273 invalidate or affect the effective date of this PA. Consulting Parties who choose not to  
274 sign this PA as a Concurring Party will continue to receive and have an opportunity to



275 review and comment upon No Adverse Effect and Adverse Effect determinations;  
276 associated documentation and analyses; and proposed resolution of adverse effects  
277 once this PA is executed.

278 d. If a Consulting Party does not provide written comments within the timeframes  
279 specified in this PA, FRA and TCRR will proceed to the next step in the review process  
280 without taking additional steps to seek comments from such party. Any determinations  
281 made by FRA prior to the written comments of a Consulting Party will not be  
282 reconsidered on the basis of that Consulting Party not having the opportunity to review  
283 and comment on the determination or resolution of adverse effects.

## 284 **II PROFESSIONAL QUALIFICATIONS STANDARDS**

285 FRA and TCRR will ensure all actions prescribed by this PA that involve the identification, evaluation,  
286 analysis, recording, treatment, monitoring, or disposition of historic properties, or involve reporting  
287 or documentation of such actions in the form of reports, forms, or other records, will be carried out  
288 by or under the direct supervision of a person who meets the appropriate *Secretary of the Interior's*  
289 *Professional Qualifications Standards* (48 Federal Regulation [F.R.] 44738-9) in an applicable  
290 discipline.

## 291 **III PHASED APPROACH FOR IDENTIFICATION, EVALUATION, AND APPLICATION OF CRITERIA OF** 292 **ADVERSE EFFECTS**

### 293 **A. Project Review**

294 1. TCRR, in cooperation with FRA, will conduct phased identification and evaluation of historic  
295 properties and apply the criteria of adverse effect in a phased manner pursuant to 36 C.F.R.  
296 § 800.4(b)(2) and 800.5(a)(3), and Stipulation I.

297 2. TCRR, in cooperation with FRA, will identify historic properties not recorded or surveyed  
298 prior to the issuance of the Record of Decision, determine effects on historic properties, and  
299 consult with Signatories, Consulting Parties, and Native American tribes, as appropriate,  
300 concerning measures to avoid, minimize, or mitigate any adverse effects prior to beginning  
301 any ground disturbing and/or construction activities within the relevant segment as  
302 provided in Stipulation III.D.1.c and d and Stipulation V.

303 3. TCRR and FRA may concurrently address multiple steps in 36 C.F.R. § 800.3 – 800.5 to  
304 expedite consultation pursuant to 36 C.F.R. § 800.3(g).

### 305 **B. Level of Effort**

306 FRA, in cooperation with TCRR, will make a reasonable and good faith effort to identify historic  
307 properties in accordance with 36 C.F.R. § 800.4(b)(1) and the guidelines set forth in the ACHP's  
308 *Meeting the "Reasonable and Good Faith" Identification Standard in Section 106 Review*.

### 309 **C. Methodology**

310 1. The methodology for the continued phased identification and evaluation of, and application  
311 of the criteria of adverse effects to historic properties, including literature review,  
312 background research, and field survey, will be consistent with the interim reports and will  
313 continue to follow the approved Research Designs provided as Appendix A.

- 314 2. Survey in all USACE jurisdictional areas will include shovel testing and deep mechanical  
315 trenching in accordance with Council of Texas Archeologists (CTA) guidelines.
- 316 D. Documentation and Review
- 317 1. Documentation
- 318 a. As historic and archeological resources are further identified, evaluated, and assessed  
319 for effects under this phased approach, including anything resulting from changes to the  
320 APE, TCRR will prepare addenda consistent with the Research Designs provided in  
321 Appendix A and the CTA guidelines.
- 322 b. All documentation that supports the findings and determinations made under this PA  
323 will be consistent with 36 C.F.R. § 800.11 and any subsequent amendments to this PA.
- 324 c. For archeological resources addenda to interim reports, and to facilitate the Section 106  
325 process, TCRR shall consolidate its submission of interim reports to include the largest  
326 geographical areas reasonably possible to minimize the number of submissions. Reports  
327 will consist of: 1) individual stations and known facility locations as a whole; 2) linear  
328 aspects of the Project including linear segments comprised of contiguous parcels within  
329 a specified county and/or adjacent counties. To the minimum extent possible, parcels  
330 for which access to a property has not been granted and is not anticipated to occur in  
331 the immediate future, may be excluded; and/or 3) areas subject to USACE Section 10  
332 and 404 permits and 408 permission within a specified county and/or adjacent counties.  
333 Report titles will clearly specify the content to identify the type of survey sections or  
334 some combination thereof (facilities, linear segments, USACE Section 10 and 404  
335 permits and 408 permissions) the report addresses.
- 336 d. FRA and Signatories may allow for a deviation in the interim reporting defined in  
337 Stipulation III.D.1.c at the advanced request of TCRR, with a minimum thirty (30) day  
338 notice, when FRA and Signatories deem it reasonable based on access, timing, or other  
339 Project development contingencies.
- 340 e. The number of final technical reports, which are to include the consolidated results of  
341 the interim and addenda reports for each county, shall not exceed ten total historic  
342 resources and ten total archeological resources reports.
- 343 f. Reports and documentation to be generated by TCRR may include:
- 344 i. Historic and/or archeological resources addenda to interim reports, which may  
345 combine identification, evaluation, and assessment of effects as the phased  
346 approach is employed; and/or
- 347 ii. Final historic and/or archeological resources technical reports that will summarize  
348 the information in the various interim reports and subsequent addenda; and/or
- 349 iii. Supplemental historic and archeological resources addenda, if additional  
350 information needs to be added to any final historic and/or archeological resources  
351 technical report.

- 352 2. Document Review
- 353 a. TCRR will provide draft documentation to FRA for review and approval. FRA shall review  
354 the draft documentation within thirty (30) calendar days. Following receipt of FRA  
355 approval, TCRR will submit documentation to the Signatories and Consulting Parties, and  
356 in the event of identified prehistoric resources, Native American tribes as appropriate,  
357 to review and provide written comments.
- 358 b. The Signatories, Consulting Parties, and Native American tribes will have thirty (30)  
359 calendar days for review as provided for in Stipulation I.B.2. At FRA's discretion, FRA  
360 may consider written requests timely received and with adequate justification to extend  
361 this review period. FRA will notify the Signatories, Consulting Parties and Native  
362 American tribes of its decision in writing.
- 363 c. TCRR will forward a written summary of all comments received from Signatories,  
364 Consulting Parties, and Native American tribes to FRA immediately at the end of the  
365 thirty (30) calendar day review period (or agreed upon review period) and TCRR, in  
366 consultation with FRA, will ensure that any written comments received within the  
367 timeframe are considered and incorporated, as appropriate, into the documentation.
- 368 d. If the Signatories, Consulting Parties, or Native American tribes do not provide written  
369 comments to TCRR within the thirty (30) calendar day review period (or agreed upon  
370 review period), TCRR, in consultation with FRA, will proceed to the next step of the  
371 consultation process without taking additional steps to seek comments from such party.
- 372 e. If the Signatories, Consulting Parties, or Native American tribes object or recommend  
373 extensive revisions to submissions, TCRR, in consultation with FRA, will work  
374 expeditiously to respond to objections and resolve disputes. FRA may elect to follow the  
375 dispute resolution process identified in Stipulation XI to resolve any such dispute.
- 376 E. Evaluation of Historic Properties
- 377 1. Consistent with the criteria established for evaluating the NRHP eligibility of a resource as  
378 defined in 36 C.F.R. § 60.4 (a-d), TCRR will propose eligibility determinations to FRA as  
379 outlined in Stipulation III.D.1 and provide a document review and comment period process  
380 as outlined in Stipulation I.B.
- 381 2. TCRR will not reevaluate eligibility determinations that have received concurrence from  
382 SHPO as documented in Appendix B, unless new information is provided that would change  
383 the eligibility determination of a previously evaluated resource.
- 384 3. If the SHPO disagrees with a determination of eligibility, FRA will further consult and provide  
385 additional information to the SHPO in an effort to reach a consensus. If a consensus cannot  
386 be made, FRA will obtain a determination of eligibility from the Keeper of the NRHP  
387 pursuant to 36 CFR 800.4(c)(2).

- 388 F. Assessment of Effects
- 389 1. No Adverse Effect
- 390 a. Consistent with 36 C.F.R. § 800.5(b) and (d)(1), TCRR will propose a finding of No  
391 Adverse Effect on a historic property to FRA as outlined in Stipulation III.D.1 when:
- 392 i. the effects of the undertaking would not meet the Criteria of Adverse Effect in  
393 accordance with 36 C.F.R. § 800.5(a)(1);
- 394 ii. the Project is modified to avoid adverse effects; or
- 395 iii. if conditions agreed upon by SHPO, such as subsequent review of plans for  
396 rehabilitation by the SHPO to ensure consistency with the Secretary of the Interior’s  
397 Standards for the Treatment of Historic Properties (36 C.F.R. § 68) and applicable  
398 guidelines, are imposed to avoid adverse effects.
- 399 b. TCRR will not reevaluate No Adverse Effect findings that have already received  
400 concurrence from SHPO as documented in Appendix B unless new information is  
401 provided that would change the effects determination.
- 402 2. Adverse Effects
- 403 a. Consistent with 36 C.F.R. § 800.6, TCRR will propose an Adverse Effect on a historic  
404 property to FRA as outlined in Stipulation III.D.1.
- 405 b. If FRA determines a historic property will be affected by the Project, TCRR will make a  
406 reasonable and good faith effort to resolve adverse effects to historic properties located  
407 within the APE through the implementation of avoidance and minimization measures.
- 408 G. Archeological Monitoring
- 409 1. TCRR will ensure archeological monitoring of construction excavations by personnel who  
410 meet the requirements in Stipulation II. Monitoring will take place under the following  
411 conditions:
- 412 a. In areas where deeply buried archaeological sites are known to be present or have the  
413 potential to be present as identified in the reports and documentation submitted by  
414 TCRR as described in Stipulation III.D.1, but are beyond the reach of standard survey  
415 methods and cannot be fully investigated.
- 416 b. At historic properties or cemeteries to ensure impacts to those resources are avoided,  
417 and/or to ensure no unmarked burials are present within the APE.
- 418 c. Following an unanticipated discovery during construction or in cases where a known  
419 historic property has the potential to be affected in an unanticipated manner.
- 420 d. Any unanticipated or post-review discoveries (see Stipulation VII) subsequently  
421 identified that would warrant monitoring.
- 422 2. Unanticipated discoveries resulting from archaeological monitoring will follow the processes  
423 outlined in Stipulation VII as appropriate.

424 3. If no archeological materials are identified in the monitoring areas, ground disturbing and/or  
425 construction activities may proceed.

426 4. Reporting: Following the completion of all archeological monitoring during construction,  
427 TCRR will provide documentation to FRA as outlined in Stipulation III.D.1.

#### 428 H. Changes to the Approved APE

429 1. If there are modifications to the Project that require changes to the agreed upon APEs,  
430 TCRR, in consultation with FRA, will submit the proposed revised APE in writing to the SHPO.  
431 TCRR will not commence ground disturbing and/or construction activities within the  
432 changed APE prior to the completion of the Section 106 process required by this PA. Other  
433 ongoing ground disturbing and/or construction activities for which Section 106 actions are  
434 complete in accordance with the phased approach outlined in this PA, and meet the  
435 requirements of Stipulation V including those segments listed in Appendix H, would not be  
436 affected by the proposed revised APE.

437 2. SHPO will have thirty (30) calendar days to review and concur on the APE. If SHPO does not  
438 concur, TCRR, in consultation with FRA, will revise the APE based upon SHPO comments and  
439 resubmit for concurrence. SHPO will have another ten (10) calendar days to review and  
440 concur on the revised APE.

441 3. TCRR, will notify the Signatories and Consulting Parties or Native American tribes, as  
442 appropriate, of any changes to the approved APE.

443 4. TCRR and FRA, in consultation with the SHPO, will determine if the identification of  
444 additional Consulting Parties pursuant to 36 C.F.R. § 800.3(f) is warranted as a result of the  
445 change in the APE. TCRR will provide any newly identified Consulting Parties with a written  
446 invitation to consult and an opportunity to sign this PA as a Concurring Party.

### 447 IV RESOLUTION OF ADVERSE EFFECTS

#### 448 A. General

449 1. If FRA determines the Project will adversely affect historic properties, it will resolve the  
450 adverse effects of the Project in consultation with the Signatories, Consulting Parties, and  
451 Native American tribes, as appropriate. All treatment measures will be prepared by staff (or  
452 consultants) who meet the qualifications set forth in Stipulation II.

453 2. To resolve adverse effects, TCRR, in consultation with FRA, will propose either implementing  
454 Standard Treatment Measures through an expedited consultation process or developing a  
455 property-specific MOA, as described below, depending upon the nature of the adverse  
456 effect, the severity of the adverse effect, and the determination of the historic property's  
457 significance on a National, State, or Local level.

458 3. Document review will follow the processes and timeframes outlined in Stipulation III.D.2  
459 and Stipulation I.B unless a deviation is specified in a particular Standard Treatment  
460 Measure or Stipulation IV.C.

461 4. TCRR will prepare and maintain a tabular listing of adversely effected properties, agreed  
462 upon treatment measures, and status of the implementation of those treatment measures,

463 in the form provided in Appendix C. TCRR will provide an updated version of the table to  
464 the Signatories and Consulting Parties along with the Quarterly Progress Report identified in  
465 Stipulation VII.

466 5. Treatment Measures:

467 a. Any treatment measures may serve an equal or greater public benefit in promoting the  
468 preservation of historic properties in lieu of property-specific treatment measures.

469 b. Once approved by SHPO, TCRR will upload to SharePoint digital copies or send hard  
470 copies of final documentation stipulated below, as appropriate, upon request and at no  
471 charge to FRA and to other Signatories, Consulting Parties and/or Native American  
472 tribes.

473 6. Following resolution of adverse effects through the expedited consultation process or a  
474 property specific MOA, TCRR may commence activity in the relevant segments in  
475 accordance with Stipulation V. Oral history documentation, Public Interpretation and/or  
476 Aesthetic Treatments may be completed after the commencement of ground disturbing  
477 and/or construction activities provided SHPO concurrence is received while complying with  
478 Stipulation IV.C and D.

479 B. Standard Treatment Measures

480 FRA, in consultation with the Consulting Parties, has determined the following Standard  
481 Treatment Measures, either alone or in combination, will be applied to resolve adverse effects  
482 when an Expedited Consultation Process is utilized per Stipulation IV.C. The role of Signatories,  
483 Consulting Parties, and/or Native American tribes may vary according to treatment measure.  
484 Therefore, this section details which and how specific Signatories, Consulting Parties and/or  
485 Native American tribes are involved in the development and implementation of each. The use  
486 of these Standard Treatment Measures will not require the execution of a property-specific  
487 MOA.

488 1. Recordation

489 Per Section 110(b) of the NHPA, prior to any substantial alteration or demolition of a non-  
490 archeological historic property, one of the following will be utilized at a minimum to resolve  
491 adverse effects on individual historic properties that are significant at the National, State  
492 and/or Local level and meet the standards cited in the National Park Service's NRHP  
493 Photograph Policy Factsheet dated May 2013 or subsequent revision  
494 ([https://www.nps.gov/Nr/publications/bulletins/photo\\_policy/index.htm](https://www.nps.gov/Nr/publications/bulletins/photo_policy/index.htm)).

495 a. *Digital Photography Package*: A digital photography package is appropriate to resolve  
496 adverse effects for resources significant at a State or Local level. The digital photography  
497 package will include a comprehensive collection of photographs of both interior and  
498 exterior views showing representative spaces and details of significant architectural  
499 features and typical building materials. Once approved by SHPO, TCRR will submit a  
500 copy of the approved documentation to a State or Local historical society, archive,  
501 and/or library for permanent retention.

502 b. Historic American Building Survey (HABS), Historic American Engineering Record (HAER),  
503 and/or Historic American Landscapes Survey (HALS) Level III Documentation:  
504 HABS/HAER/HALS documentation is appropriate to resolve adverse effects for resources  
505 significant at the National level. The documentation shall be prepared to  
506 HABS/HAER/HALS standards as defined in the Secretary of the Interior’s Standards and  
507 Guidelines for Archeology and Historic Preservation for Architectural and Engineering  
508 Documentation, and further described in the National Park Service guidelines. Once  
509 approved by SHPO, TCRR will submit the approved documentation to the Library of  
510 Congress via the Intermountain Regional office of the National Park Service, and an  
511 additional set of prints and documentation to State or Local historical society, archive,  
512 and/or library for permanent retention. HABS/HAER/HALS Level III documentation shall  
513 include:

- 514 i. Archival quality prints of large-format black and white photographs documenting  
515 the resource’s appearance and major structural or decorative details.
- 516 ii. Written report following the outline format provided for by the National Park  
517 Service.
- 518 iii. Sketch plan of the resource and site.
- 519 iv. Reproductions of supplementary documentation including field notes and historic  
520 images.

521 2. Design Review

522 Design review is appropriate to resolve adverse effects for historic properties significant at  
523 the National, State or Local level. A design review requires the drafting of architectural and  
524 engineering plans and specifications that will, to the greatest extent feasible, preserve the  
525 basic character of a building with regard to the design, scale, massing, and materials of the  
526 original building and/or the eligible or listed National Register Historic District following the  
527 Secretary of the Interior’s Standards for the Treatment of Historic Properties. Prior to  
528 Project implementation, including any demolition, ground disturbing, or construction  
529 activities that would adversely affect the historic property for which this standard treatment  
530 is proposed, TCRR shall submit the design review proposal including plans, drawings, and  
531 specifications, to the SHPO for review and approval. TCRR will submit design drawings in the  
532 earliest schematic stages as possible and in subsequent phases to Signatories, Native  
533 American tribes as appropriate and Consulting Parties for their review and comment.

534 3. Resource Protection Plan

535 A resource protection plan is appropriate to resolve adverse effects for resources significant  
536 at the National, State or Local level. A resource protection plan may include one of the  
537 following or a combination of both:

- 538 a. The drafting of a protection plan to avoid construction-related damage to a historic  
539 property(ies) within close proximity to Project ground disturbing and/or construction  
540 activities. The plan may focus on the property as a whole and/or its character defining  
541 features. The protection plan will describe the construction procedures in the vicinity of  
542 the historic property and measures that will be taken to avoid construction impacts to  
543 the resource.

544 b. For character-defining features of a historic property that will be affected by the Project, or  
545 historic properties that are part of the National Register eligible or listed multiple-property  
546 listing or historic district, protection plans may propose preservation measures for those  
547 resources. The protection plan will describe the measures that will be taken to preserve  
548 the property(ies) according to the Secretary of the Interior’s Standards. TCRR will submit  
549 the resource protection plan in the earliest schematic stages as possible and in subsequent  
550 phases to Signatories, Native American tribes as appropriate and Consulting Parties for  
551 their review and comment.

552 4. National Register of Historic Places and National Historic Landmark Nominations

553 A National Register nomination is appropriate to resolve adverse effects for resources  
554 significant at the National, State or Local level. A National Historic Landmark nomination is  
555 appropriate to resolve adverse effects for resources significant at the National level. TCRR,  
556 in consultation with FRA, will submit a completed draft National Register nomination to the  
557 SHPO and address any comments. If the property owner does not object to National  
558 Register listing, TCRR, in consultation with FRA, will formally submit the draft nomination to  
559 SHPO for consideration by the State Board of Review (SBR). TCRR, in consultation with FRA,  
560 will then address any SBR comments and submit a revised draft to SHPO to forward to the  
561 National Park Service for review and acceptance. If the property owner does object to  
562 National Register listing, the draft nomination addressing SHPO comments will be sufficient.

563 5. Public Interpretation

564 A public interpretation plan is appropriate to resolve adverse effects for resources  
565 significant at the National, State or Local level. TCRR, in consultation with FRA, will work  
566 with Signatories, Native American tribes as appropriate and Consulting Parties to design an  
567 educational interpretive plan. The plan may include historic markers, displays, educational  
568 pamphlets (brochure or booklet), posters, websites, workshops, public lectures or other  
569 similar mechanisms to educate the public on historic properties within the local community,  
570 state, or region. Once an interpretive plan has been agreed to, TCRR, in consultation with  
571 FRA, will continue to consult with Signatories, Native American tribes as appropriate and  
572 Consulting Parties throughout implementation of the plan until all agreed upon actions have  
573 been completed.

574 6. Oral History Documentation

575 Oral history documentation is appropriate to resolve adverse effects for resources  
576 significant at the National, State or Local level. TCRR, in consultation with FRA, will work  
577 with Signatories, Native American tribes as appropriate and Consulting Parties to determine  
578 oral history documentation needs and agree upon a topic and list of interview candidates.  
579 Once the parameters of the oral history project have been agreed upon, TCRR, in  
580 consultation with FRA, will continue to consult with the Signatories, Native American tribes  
581 as appropriate and Consulting Parties, through the data collection, drafting of the  
582 document, and delivery of the final product.

583 7. Aesthetic Treatments

584 Aesthetic treatments are appropriate to resolve adverse effects for resources significant at  
585 the National, State or Local level. Aesthetic camouflaging treatments such as use of veneers,



586 paints, texture compounds and other surface treatments and/or use of sympathetic infill  
587 panels and landscaping features per the review and approval of a Secretary of the Interior's  
588 qualified Historic Architect. Once the Aesthetic Treatment has been agreed upon by the  
589 Signatories, Native American tribes as appropriate and Consulting Parties, TCRR, in  
590 consultation with FRA, will continue to consult with the Signatories, Native American tribes  
591 as appropriate and Consulting Parties throughout implementation of the treatment until all  
592 agreed upon actions have been completed.

593 8. Preservation-in-Place of Archeological Sites Listed or Eligible for the National Register or  
594 State Antiquities Landmark Designation

595 Preservation-in-Place is appropriate to resolve adverse effects for resources significant at  
596 the National, State or Local level, or designated State Antiquities Landmark (SAL) under the  
597 Antiquities Code of Texas. Given the non-renewable nature of archeological sites, if an  
598 archeological site can be practically preserved in place for future study or other use, TCRR,  
599 in consultation with FRA, will work with the Signatories and Native American tribes as  
600 appropriate, to establish preventative monitoring programs, or SAL designation. A SAL  
601 Nomination Form is provided in Appendix F. Consulting Parties will be involved in  
602 consultation to the extent possible pursuant to Stipulation IX.

603 9. Archeology Data Recovery Plan

604 An Archaeology Data Recovery Plan is appropriate to resolve adverse effects for resources  
605 listed in or eligible for listing in the NRHP or designated as a SAL. TCRR, in consultation with  
606 FRA, and in consultation with the Signatories and Native American tribes as appropriate, will  
607 develop and carry out data recovery plans, where appropriate, in order to resolve adverse  
608 effects to historic properties that would be destroyed by ground disturbing and/or  
609 construction activities directly related to the Project. Consulting Parties will be involved in  
610 consultation to the extent possible pursuant to Stipulation IX. An outline of anticipated  
611 components of an archeology data recovery plan is provided in Appendix G and a draft of it  
612 will be submitted when this Standard Treatment Measure is proposed to resolve adverse  
613 effects.

614 C. Expedited Consultation Process to Resolve Adverse Effects

615 1. After taking into consideration the NRHP-eligibility of the historic property(ies) affected, the  
616 severity of the adverse effect(s), and avoidance or minimization of the adverse effect(s),  
617 TCRR will propose in writing to FRA a process to resolve adverse effects through the  
618 application of one or more Standard Treatment Measures outlined in Stipulation IV.B. After  
619 receiving FRA approval of the proposed process, TCRR will then submit the proposal in  
620 writing to the Signatories, Consulting Parties, and Native American tribes, as appropriate.

621 2. The following written responses to TCRR will be accepted:

622 a. Signatories and Native American tribes may respond by:

623 i. accepting the proposal;

624 ii. providing comments on the proposal; or

625                   iii. objecting to the use of the expedited consultation process for the specific historic  
626                   property(ies). In the objection, the Signatory or Native American tribe must specify  
627                   why they believe the expedited consultation process is not appropriate for the  
628                   resource(s) and suggest treatment measures that are not reflected in Stipulation  
629                   IV.B.

630                   b. Consulting Parties may provide comments on the proposal.

631                   3. If TCRR receives an objection to the proposal, TCRR will notify the Signatories, Consulting  
632                   Parties, and Native American tribes as appropriate, of the objection within seven (7)  
633                   calendar days. TCRR, in consultation with FRA, will work to expeditiously resolve the  
634                   objection, or FRA may elect to resolve the adverse effect(s) through the development of a  
635                   property-specific MOA as outlined in Stipulation IV.D.

636                   4. Unless a Signatory or Native American tribe objects within thirty (30) calendar days of  
637                   receipt of the proposal, TCRR, in consultation with FRA, will take into account any comments  
638                   timely submitted by a Signatory, Consulting Party or Native American tribe. TCRR will  
639                   summarize the comments, provide written notification to the Signatories, Consulting Parties  
640                   and Native American tribes of any decisions, and proceed with the implementation of the  
641                   Standard Treatment Measure(s).

642                   5. TCRR will provide written notice to the Signatories, Native American tribes, and Consulting  
643                   Parties , as appropriate, within sixty (60) calendar days of the completion of the required  
644                   Standard Treatment Measure(s).

#### 645                   D. Property-Specific Memorandum of Agreement

646                   1. If a Signatory or Native American tribe objects to the expedited consultation process and  
647                   FRA elects to develop a property-specific MOA in accordance with Stipulation IV.C.3 or FRA  
648                   elects to develop a property-specific MOA without any objections from a Signatory or Native  
649                   American tribe, TCRR, in consultation with FRA, will initiate development of the MOA within  
650                   thirty (30) calendar days of FRA's decision.

651                   2. The MOA will be developed pursuant to 36 C.F.R. § 800.6 and may address multiple  
652                   properties or multiple property types.

653                   3. TCRR, in consultation with FRA, will notify the ACHP pursuant to 36 C.F.R. § 800.6(a)(1) and  
654                   request the ACHP determine if they will participate in the adverse effect consultation to  
655                   develop a property-specific MOA.

656                   4. The executed MOA will be filed with the ACHP pursuant to 36 C.F.R. § 800.6(b) if the ACHP is  
657                   not participating in the consultation for that specific MOA.

658                   5. Public notification and review/comment period for a property-specific MOA shall be  
659                   implemented as follows:

660                   a. In consultation with SHPO, FRA will identify and invite any additional Consulting Parties  
661                   not already listed in Appendix E to participate in the specific MOA development  
662                   pursuant to 36 C.F.R. § 800.6(a)(2).

- 663                    b. FRA will provide a draft of the MOA to all Consulting Parties for distribution to their
- 664                    networks pursuant to 36 C.F.R. § 800.6(a)(3) and (4) for a period of thirty (30) calendar
- 665                    days.
- 666                    c. The draft MOA will be posted for general public review and comment on the Project
- 667                    website maintained by TCRR and the FRA website pursuant to 36 C.F.R. § 800.6(a)(4) for
- 668                    a period of thirty (30) calendar days.
- 669                    6. A copy of the final executed MOA will be shared with the Consulting Parties who
- 670                    participated in the consultation for that specific MOA.

671 **V PROCESS FOR COMMENCEMENT OF GROUND DISTURBING ACTIVITIES**

- 672                    A. In accordance with the phased approach outlined in this PA, segments of the Project for which
- 673                    Section 106 actions are complete, and therefore ground disturbing and/or construction
- 674                    activities may commence, are provided in both tabular format and depicted on maps in
- 675                    Appendix H.
- 676                    B. TCRR shall not commence construction within the Section 408 permission area or USACE permit
- 677                    areas prior to receiving permission from the USACE. Permission and permit areas where ground
- 678                    disturbing and/or construction activities may commence are depicted on maps in Appendix H.
- 679                    The USACE shall not grant 408 permission prior to documenting compliance with Section 106 of
- 680                    the NHPA.
- 681                    C. The Project APE has the likelihood for deeply buried archeological sites that would be identified
- 682                    in reports and documentation submitted by TCRR as described in Stipulation III.D.1, typically
- 683                    necessitating deep mechanical trenching. This PA requires all field efforts conducted in areas
- 684                    designated for mechanical trenching be completed prior to construction and will be coordinated
- 685                    in accordance with Stipulation III.D.2.
- 686                    D. TCRR may concurrently conduct ground disturbing and/or construction activities in multiple
- 687                    segments along the alignment.

688 **VI CURATION**

- 689                    A. Collections from Private Lands
- 690                    TCRR will ensure all prehistoric and historic artifacts collected from archeological investigations
- 691                    are either returned to the landowner at their request, or else prepared for curation according to
- 692                    relevant Texas certified curatorial facility specifications. TCRR will include information regarding
- 693                    the return of materials to private landowners or the specified Texas certified curatorial facility in
- 694                    accordance with Stipulation III.D.1.
- 695                    B. Collections from Public Lands
- 696                    TCRR will ensure all cultural materials collected from state and/or federal lands will be curated
- 697                    in accordance with Title 13, § 2, Chapter 26, Subchapter C, Rule 26.17 of the Texas
- 698                    Administrative Code (TAC) – *Principal Investigator’s Responsibilities for Disposition of*
- 699                    *Archeological Artifacts and Data*; and the Texas Natural Resources Code, Title 9, Chapter 191, as
- 700                    well as 36 C.F.R. § 79 as applicable. If the archeological materials are determined to be of Native

701 American origin, curation will be conducted in accordance with the provisions of 43 C.F.R. § 10  
702 as applicable.

703 C. Records

704 TCRR will ensure all records generated from archeological investigations (field maps, shovel test  
705 records, field journals, photographs, etc.) and the final technical report will be prepared and  
706 curated according to relevant Texas certified curatorial facility specifications.

707 **VII UNANTICIPATED AND POST-REVIEW DISCOVERIES**

708 A. Prior to conducting any ground disturbing and/or construction activities, TCRR will ensure that  
709 all construction crew and field personnel receive copies of the Unanticipated Discovery Plan and  
710 attend on-site basic training in order to have a basic understanding of, and sensitivity to, the  
711 possibility of discovering cultural resources and/or human remains. The Unanticipated Discovery  
712 Plan can be found in Appendix I and the training documents are provided as Appendix J. The  
713 Unanticipated Discovery Plan provides for field personnel to be partners in the process by  
714 setting out stop work authority for the 150-foot buffer zone and the reporting structure to  
715 secure the review of TCRR's cultural resources staff (or consultant) who meets the qualifications  
716 set forth in Stipulation II.

717 B. Unanticipated Discovery of Cultural Resources

718 In accordance with 36 C.F.R. § 800.13(a)(1-2), as determined by staff (or consultant) who meet  
719 the qualifications set forth in Stipulation II, if a previously undiscovered archeological resource  
720 that is or could reasonably be a historic property is encountered during construction, or a  
721 previously known historic property will be affected in an unanticipated manner, TCRR will  
722 implement the following procedures. Each step within these procedures will be completed  
723 within seven (7) calendar days unless otherwise specified:

- 724 1. TCRR will immediately cease all ground disturbing and/or construction activities within a  
725 150-foot radius buffer zone of the discovery. TCRR will secure the buffer zone through the  
726 installation of protective fencing. TCRR will not resume ground disturbing and/or  
727 construction activities within the identified buffer zone until the specified Section 106  
728 process required by this PA is complete.
- 729 2. TCRR will notify FRA and the SHPO within 24 hours of any unanticipated discovery or  
730 unanticipated effect. TCRR will also notify the USACE within 24 hours of any unanticipated  
731 discovery or unanticipated effect within USACE jurisdictional areas. TCRR, in consultation  
732 with FRA, may seek written SHPO concurrence during notification that a smaller buffer is  
733 allowable based on facts in the field specific to the unanticipated discovery.
- 734 3. Following notification of an unanticipated discovery, TCRR, in consultation with FRA, will  
735 propose determinations regarding National Register eligibility and effects to the Signatories,  
736 Native American tribes as appropriate, Consulting Parties and any newly identified  
737 Consulting Parties who have a specified interest in the discovery. Signatories, Native  
738 American tribes as appropriate, Consulting Parties including any newly identified Consulting  
739 Parties will review and provide written comments. If SHPO and/or Native American tribes do  
740 not concur with the eligibility or effects determination, FRA may elect to assume eligibility  
741 and/or adverse effects for expediency. FRA will make the final determination of eligibility

742 and assessment of effects based on the information obtained during and within this  
743 consultation period.

744 4. If the unanticipated discovery is determined to be eligible for listing in the National Register  
745 for which adverse effects cannot be avoided, TCRR, in consultation with FRA, will propose in  
746 writing to Signatories, Native American tribes as appropriate, Consulting Parties including  
747 any newly identified Consulting Parties, to resolve adverse effects through the application of  
748 Standard Treatment Measure(s) identified in Stipulation IV.B. This step may be combined  
749 with Stipulation VII.B.3. The following written responses to TCRR will be accepted:

750 a. Signatories and Native American tribes may respond by:

751 i. accepting the proposal;

752 ii. providing comments on the proposal; or

753 iii. objecting to the use of the expedited consultation process for the specific historic  
754 property(ies). In the objection, the Signatory or Native American tribes must specify  
755 why they believe the expedited consultation process is not appropriate for the  
756 resource(s) and suggest treatment measures that are not reflected in Stipulation  
757 IV.B.

758 b. Consulting Parties including any newly identified Consulting Parties may provide  
759 comments on the proposal.

760 5. If TCRR receives an objection to the proposal, TCRR will notify the Signatories, Native  
761 American tribes as appropriate, Consulting Parties including any newly identified Consulting  
762 Parties of the objection. TCRR, in consultation with FRA, will work to expeditiously resolve  
763 the objection, or FRA may elect to resolve the adverse effect(s) through the development of  
764 a property-specific MOA as outlined in Stipulation IV.D or resolve the objection per  
765 Stipulation XI.

766 6. Unless a Signatory or Native American tribe objects to the proposal, TCRR, in consultation  
767 with FRA, will take into account any comments timely submitted by a Signatory, Native  
768 American tribe, or Consulting Party, or newly identified Consulting Party. TCRR will  
769 summarize the comments, provide written notification of any decisions to all parties  
770 mentioned, and proceed with the implementation of the Standard Treatment Measure(s).

771 7. TCRR, in consultation with FRA, will provide written notice to the Signatories, Native  
772 American tribes as appropriate, and Consulting Parties of the completion of the agreed upon  
773 Treatment Measure(s) required to be completed before the commencement of ground  
774 disturbing and/or construction activities. SHPO will provide concurrence that consultation  
775 and any agreed upon treatment measures necessarily completed prior to construction are  
776 concluded.

777 8. After receiving written concurrence from SHPO, TCRR may immediately resume the  
778 activities that were halted to address the discovery.

779 C. Unanticipated Discovery of Human Remains and/or Funerary Objects

780 Any human remains discovered during the implementation of the terms of this PA, including  
781 those that are not subject to Section 106, are subject to the requirements of the Texas Health

782 and Safety Code Chapter 711, Title 13 § 2 Chapter 22, Rule 22.4(b) of the TAC - *Unknown and*  
783 *Abandoned Cemeteries*, and Rule 22.5 of the TAC – *Removal of Remains from an Abandoned or*  
784 *Unknown Cemetery*. Any area determined to contain the intentional burial of human remains is  
785 considered a cemetery under current Texas law. Cemeteries are protected under provisions of  
786 the Texas Health and Safety Code in Chapters 711-715, Title 13 § 2, Chapter 22 of the TAC, and  
787 in Section 28.03(f) of the Penal Code. Any area determined to contain the intentional burial of  
788 human remains is considered a cemetery under current Texas law, including those that may be  
789 encountered during any ground disturbing and/or construction activities in the APE. Should  
790 human remains or unmarked burials be encountered during construction, TCRR will ensure  
791 compliance with any applicable State and local laws pertaining to human remains, funerary  
792 objects, and cemeteries, in addition to implementing the following procedures under Section  
793 106:

- 794 1. TCRR will immediately cease all ground disturbing/construction activities within a 150-foot  
795 radius buffer zone from the discovery to avoid impacting the remains. TCRR will secure the  
796 buffer zone through the installation of protective fencing. TCRR will not resume ground  
797 disturbing and/or construction activities within the identified buffer zone until SHPO  
798 concurrence is received that the Section 106 processes required by this PA are complete.  
799 TCRR, in consultation with FRA, may seek written SHPO concurrence during notification that  
800 a smaller buffer is allowable based on facts in the field specific to the unanticipated  
801 discovery.
- 802 2. TCRR will notify FRA, the SHPO, the USACE if within their jurisdictional areas, and the  
803 applicable County Coroner and Sheriff (see Appendix I) of the unanticipated discovery of  
804 human remains within 24 hours. The relevant medical examiner will make the official ruling  
805 on the nature of the remains, being either forensic or archeological.
- 806 3. If the remains are determined to be Native American, FRA will consult with the appropriate  
807 Tribal representatives in addition to SHPO to determine a treatment plan for the avoidance,  
808 recovery or reburial of the remains. FRA and TCRR will follow the guidelines outlined in the  
809 ACHP’s Policy Statement Regarding Treatment of Human Burial Sites, Human Remains and  
810 Funerary Objects. If the remains are discovered within USACE jurisdictional areas, USACE  
811 will lead the consultation with Native American tribes and SHPO.
- 812 4. If the remains are determined not to be Native American, TCRR, in consultation with FRA,  
813 will consult with the Signatories, and Consulting Parties as appropriate, to determine if the  
814 discovery or previously unidentified cemetery is a historic property, take into account the  
815 effects on the historic property, and resolve adverse effects per Stipulations IV if necessary.

816 D. Removal of Human Remains

817 In accordance with the Texas Health and Safety Code Chapter 711, Section 711.004, any activity  
818 related to the Project that would disturb unknown and/or unmarked graves contained within an  
819 abandoned, unknown, or unverified cemetery, a justice of the peace acting as coroner or  
820 medical examiner under Chapter 49, *Code of Criminal Procedure*, or a person described by  
821 Section 711.0105(a) (cemetery keeper, licensed funeral director, medical examiner, coroner, or  
822 professional archeologist) may investigate or remove remains without written order of the state  
823 registrar or the state registrar's designee. A district court of the county must issue an order  
824 prior to the cemetery being de-dedicated and, if all human remains on the property have not

825 previously been removed, order removal of the human remains from the cemetery to a  
826 perpetual care cemetery or a municipal or county cemetery.

**827 VIII REPORTING**

828 Following the effective date of this PA, until it expires or is terminated, TCRR will prepare a Quarterly  
829 Progress Report every three (3) months detailing work undertaken pursuant to its terms. TCRR will  
830 provide the Quarterly Progress Report to all Signatories and Consulting Parties. Such report will  
831 include: a summary of activities completed to comply with the terms of the PA; any scheduling  
832 changes proposed; any problems encountered; any disputes or objections received in carrying out  
833 the terms of this PA; maps illustrating the progress of the Project as sections are cleared for  
834 construction or constructed; and an updated table identifying adverse effects, agreed upon  
835 treatment measures to resolve adverse effects, and status of the implementation. The Signatories  
836 may agree in writing to modify the frequency of TCRR's reporting without amending the PA. Due to  
837 the phased approach of the Project, and in conjunction with the Quarterly Progress Report, TCRR  
838 will schedule regular coordination meetings with the Signatories and Consulting Parties to review  
839 the Report and outline outstanding items required to comply with Stipulations III-VII. Coordination  
840 meetings will be held at least every three (3) months unless otherwise agreed upon in writing by the  
841 Signatories.

**842 IX CONFIDENTIALITY**

843 A. If disclosure of location information could result in the disturbance of a cultural resource, all  
844 Signatories to this PA will ensure shared data, including data concerning the precise location and  
845 nature of historic properties, archeological sites, and properties of religious and cultural  
846 significance to Native American tribes, are protected from public disclosure to the greatest  
847 extent permitted by law, in accordance with 36 C.F.R. § 800.11(c), Section 304 of the NHPA,  
848 Section 9 of the Archeological Resource Protection Act of 1979, and Executive Order No. 13007  
849 on Indian Sacred Sites dated May 24, 1996.

850 B. Consulting Parties are not entitled to receive information protected from public disclosure.

**851 X AMENDMENTS**

852 A. If any amendment is required or any Signatory to this PA or Native American tribe requests that  
853 it be amended, the Signatories will notify the Consulting Parties, and consult for no more than  
854 thirty (30) calendar days (or another time period agreed upon by all Signatories) to consider  
855 such amendment. The amendment will be effective on the date it is signed by all the Signatories.

856 B. Revisions to any Appendix to this PA may be proposed in writing by any Signatory by submitting  
857 a draft of the proposed revisions to all Signatories. FRA will notify Consulting Parties and Native  
858 American tribes, as appropriate, of the proposal to revise the Appendix. The Signatories will  
859 consult for no more than thirty (30) calendar days (or another time period agreed upon by all  
860 Signatories) to consider the proposed revisions to the Appendix. If the Signatories unanimously  
861 agree in writing to revise the Appendix, TCRR, in consultation with FRA, will provide a copy of  
862 the revised Appendix to the other Signatories and Consulting Parties. The revised Appendix will  
863 go into effect on the date TCRR transmits the revision to the Signatories and Consulting Parties.  
864 Revisions to any Appendix to this PA will not require an amendment to the PA.

865 **XI DISPUTE RESOLUTION**

- 866 A. Any Signatory to this PA or Native American tribe may object to any proposed action(s) or the  
867 manner in which the terms of this PA are implemented by submitting its objection to FRA in  
868 writing, after which FRA will consult with all Signatories to resolve the objection. If FRA  
869 determines such objection cannot be resolved, FRA will, within fifteen (15) days of such  
870 objection:
- 871 1. Forward all documentation relevant to the dispute, including FRA's proposed resolution, to  
872 the ACHP (with a copy to the Signatories). ACHP will provide FRA with its comments on the  
873 resolution of the objection within thirty (30) calendar days of receiving documentation.
  - 874 2. If the ACHP does not provide comment regarding the dispute within thirty (30) calendar  
875 days, FRA will make a final decision on the dispute and proceed accordingly.
  - 876 3. FRA will document this decision in a written response that takes into account any timely  
877 comments received regarding the dispute from ACHP and the Signatories and provide them  
878 with a copy of the response.
  - 879 4. FRA will then proceed according to its final decision.
  - 880 5. The Signatories remain responsible for carrying out all other actions subject to the terms of  
881 this PA that are not the subject of the dispute.
- 882 B. A Consulting Party to this PA or a member of the public may object to the manner in which the  
883 terms of this PA are being implemented by submitting its objection to FRA in writing. FRA will  
884 notify the other Signatories of the objection in writing and take the objection into consideration.  
885 FRA will consult with the objecting party, and if FRA determines it is appropriate, the other  
886 Signatories for not more than thirty (30) calendar days. Within fifteen (15) calendar days after  
887 closure of this consultation period, FRA will provide the Signatories, Consulting Parties, and the  
888 objecting party with its final decision in writing.

889 **XII TERMINATION AND WITHDRAWAL**

- 890 A. If any Signatory to this PA determines its terms will not or cannot be carried out, that party will  
891 immediately consult with the other Signatories to develop an Amendment per Stipulation X. If  
892 within thirty (30) calendar days (or another time period agreed upon by all Signatories) an  
893 amendment pursuant to Stipulation X cannot be reached, any Signatory may terminate this PA  
894 upon written notification to the other Signatories. In the event of termination of this PA, prior to  
895 work continuing on the Project, FRA will either execute a new PA pursuant to 36 C.F.R. §  
896 800.14(b) or request, take into account, and respond to comments of the ACHP under 36 C.F.R.  
897 § 800.7. FRA will notify the Signatories as to the course of action it will pursue.
- 898 B. If at any time the USACE disagrees with the manner in which the terms of this PA are carried  
899 out, the USACE may object in writing to FRA. FRA will follow Stipulation XI in resolving the  
900 objection. FRA's responsibility to carry out the terms of this PA for all aspects of the undertaking  
901 that are not the subject of objection shall remain unchanged. If the USACE and FRA are unable  
902 to come to agreement, the USACE may withdraw from participation in this PA entirely upon 30  
903 (thirty) calendar days written notification to all Signatories, leaving the PA in full force and  
904 effect.



905 **XIII**     **EFFECTIVE DATE**

906            This PA will become effective immediately upon execution by all Signatories pursuant to 36 C.F.R. §  
907            800.14(b)(2)(iii). The effective date of this document is not contingent upon the signature of  
908            Consulting Parties.

909 **XIV**     **DURATION**

910            Unless amended or terminated as outlined in Stipulation X and Stipulation XII, this PA shall remain in  
911            effect for a period of ten (10) years from the date the PA goes into effect or until the Stipulations set  
912            forth in the PA are complete. This PA may be extended for a second ten-year (10) term without  
913            amendment with the written consent of all the Signatories. The Signatories to this PA will consult six  
914            (6) months prior to expiration to determine if there is a need to extend or amend this PA. Upon  
915            completion of the Stipulations set forth above, TCRR will provide a letter (with attached  
916            documentation) of completion to FRA, with a copy to the Signatories. If FRA, USACE and SHPO  
917            concurs the Stipulations are complete within thirty (30) calendar days, FRA will notify TCRR, the  
918            Signatories, and Consulting Parties in writing and this PA will expire, at which time the Signatories  
919            will have no further obligations hereunder.

920 **XV**      **PRINCIPAL CONTACTS**

921            Contact information may be updated, as needed, without an amendment to this PA. It is the  
922            responsibility of each Signatory to immediately inform all Signatories and Consulting Parties in  
923            writing of changes to the name or contact information for any point of contact. The principal  
924            contacts for this PA are provided in Appendix K.

925 **XVI**     **EXECUTION AND IMPLEMENTATION**

926            Execution and implementation of this PA evidences that FRA and USACE have taken into account the  
927            effects of this undertaking on historic properties, has afforded the ACHP a reasonable opportunity to  
928            comment, and FRA and USACE have satisfied their responsibilities under Section 106 of the NHPA  
929            and its implementing regulations.

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**DRAFT PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

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Signatory:

Federal Railroad Administration (FRA)

By: \_\_\_\_\_ Date: \_\_\_\_\_

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AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

Signatory:

State Historic Preservation Officer (SHPO)

By: \_\_\_\_\_ Date: \_\_\_\_\_

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**DRAFT PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

Signatory:

Advisory Council on Historic Preservation (ACHP)

By: \_\_\_\_\_ Date: \_\_\_\_\_  
John M. Fowler, Executive Director

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**DRAFT PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

Invited Signatory:

Texas Central Railroad (TCRR)

By: \_\_\_\_\_ Date: \_\_\_\_\_

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**DRAFT PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

Invited Signatory:

United States Army Corps of Engineers-Fort Worth District (USACE-Fort Worth)

By: \_\_\_\_\_ Date: \_\_\_\_\_

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**DRAFT PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL RAILROAD ADMINISTRATION,  
TEXAS CENTRAL RAILROAD,  
UNITED STATES ARMY CORPS OF ENGINEERS – FORT WORTH DISTRICT,  
UNITES STATES ARMY CORPS OF ENGINEERS – GALVESTON DISTRICT,  
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND  
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION  
REGARDING  
THE DALLAS TO HOUSTON HIGH-SPEED RAIL SYSTEM**

Invited Signatory:

United States Army Corps of Engineers-Galveston District (USACE-Galveston)

By: \_\_\_\_\_ Date: \_\_\_\_\_

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## **Appendix A**

**Historic Resources Research Design / Archeological Resources Research Design**



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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 fluid and cursive, 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</b>				
<b>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.

Table 2 Typical Conditions and Maximum Screening Distances for Indirect Effects					
Environment	Location	Density	Defined Land Use	Maximum Screening Distances	
Urban	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>	*Noise *Vibration **Visual	350 ft 220 ft 350 ft
Suburban	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>	*Noise *Vibration **Visual	700 ft 275 ft 700 ft
Rural	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>	*Noise ***Vibration **Visual	1,300 ft N.A. 1,300 ft

\* 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.

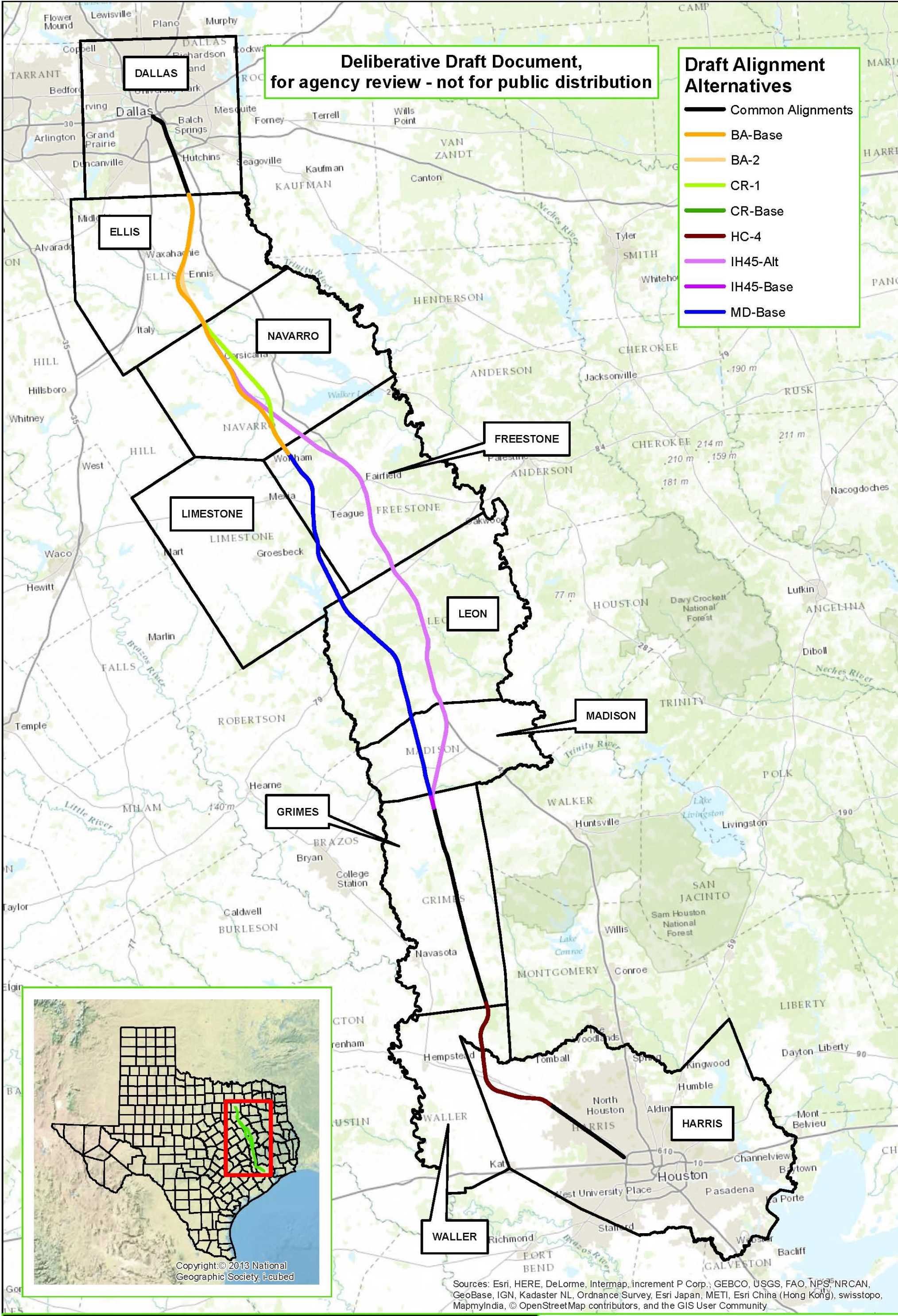
One printed copy of the interim draft technical reports will be submitted to THC for review. Once all historic resources within the APE have been recorded and all interim draft reports have been reviewed, one complete draft technical report will be compiled and submitted to THC for review. After addressing 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

---

**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

(OVER)



ANTIQUITIES PERMIT APPLICATION FORM (CONTINUED)

II. PROJECT DESCRIPTION

Proposed Starting Date of Fieldwork November 2015
Requested Permit Duration 2 Years 0 Months (1 year minimum)
Scope of Work (Provided an Outline of Proposed Work) See Attachment A: Research Design

III. CURATION & REPORT

Temporary Curatorial or Laboratory Facility AECOM- Dallas, Texas
Permanent Curatorial Facility Texas Archeological Research Laboratory

IV. LAND OWNER'S CERTIFICATION

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 preformed 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 \_\_\_\_\_ Date \_\_\_\_\_

V. SPONSOR'S CERTIFICATION

I, Melvin E. Richmond, Jr
Texas Central High-Speed Railway, LLC
as legal representative of the Sponsor,
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
completing the terms of this permit.
Signature [Handwritten Signature] Date 20 Oct 2015

VI. INVESTIGATOR'S CERTIFICATION

I, Steve Ahr
AECOM
as Principal Investigator employed by
(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), as well as the Owner and Sponsor, are responsible for completing the terms of this permit.
Signature [Handwritten Signature] Date 10-28-15

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 \_\_\_\_\_



**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 chinks 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 prospecting 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
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



<b>Table 1 Project Area Soils</b>		
<b>Soil Association</b>	<b>County</b>	<b>Description</b>
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 Bluestem. 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 savannas 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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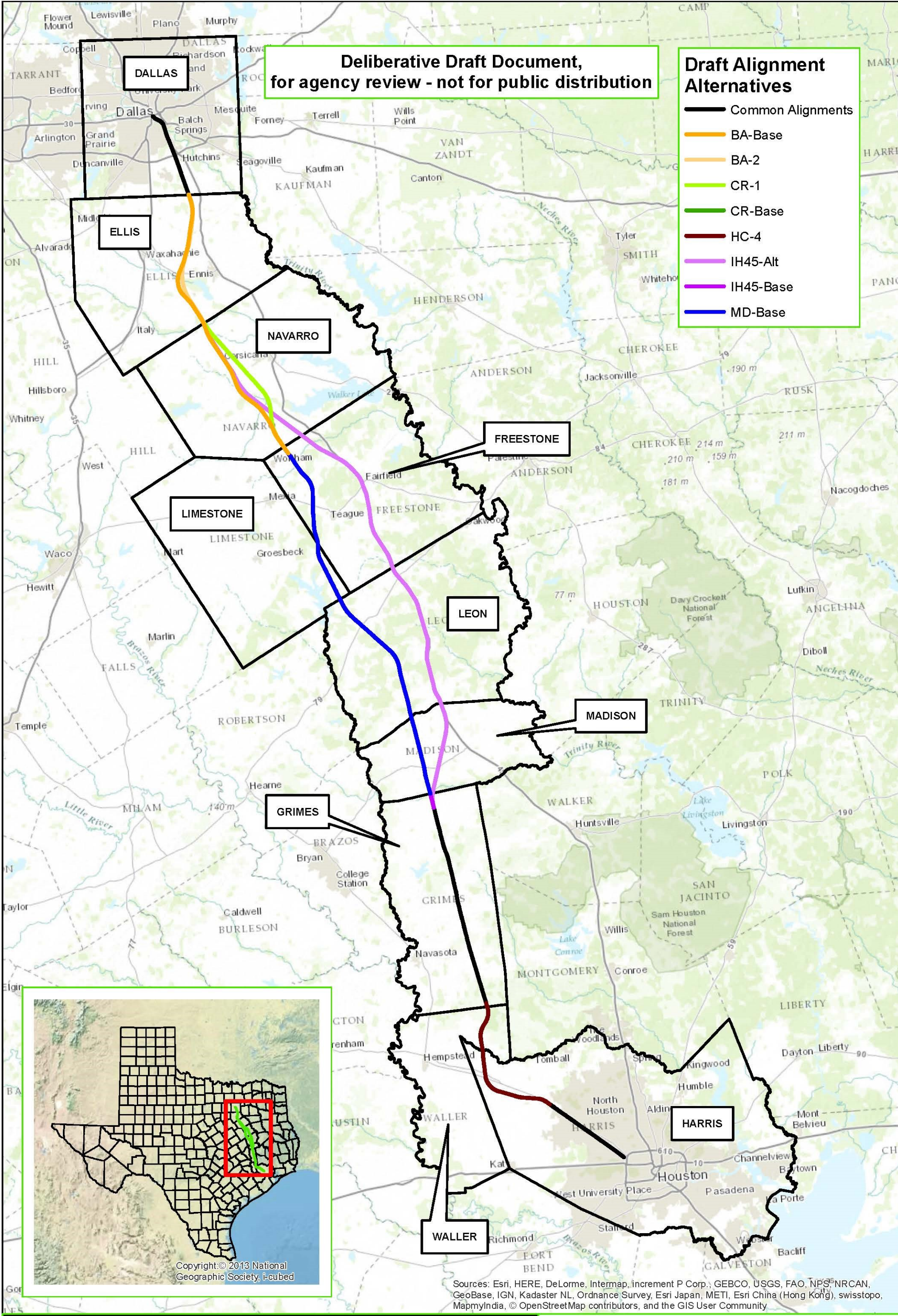


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**Deliberative Draft Document,  
for agency review - not for public distribution**

**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:*

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***Intensive Survey***

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*To be performed on a potential or designated landmark or other public land known as:*

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**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):*

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**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**

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*and Will Expire on:*

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**12/07/2020**

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*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:*

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**AECOM, Dallas, TX**

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*Upon completion of the final permit report, the same artifacts, field notes, and other data will be placed in a permanent curatorial repository at:*

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**Texas Archeological Research Lab.**

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*Scope of Work under this permit shall consist of:*

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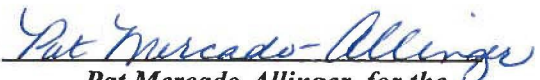
**An intensive pedestrian archaeological survey with shovel testing of high probability areas that meets or exceeds the State Archeological Survey Standards for Texas. This includes, subsurface shovel testing of pedestrian survey transects and mechanical testing in appropriate alluvial areas. For details, 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

## **Appendix B**

**Texas Historical Commission Correspondence**

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# 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](mailto:Rebecca.Shelton@thc.texas.gov).**

Sincerely,



for  
Mark Wolfe  
State Historic Preservation Officer  
MW/rls



GREG ABBOTT, GOVERNOR • JOHN L. NAU, III, CHAIR • MARK WOLFE, EXECUTIVE DIRECTOR

P.O. BOX 12276 • AUSTIN, TEXAS • 78711-2276 • P 512.463.6100 • F 512.475.4872 • [www.thc.state.tx.us](http://www.thc.state.tx.us)

**TEXAS HISTORICAL COMMISSION**  
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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**  
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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, 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

*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, 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**  
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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, 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

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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, 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

*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, 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

*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, 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

*real places telling real stories*

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**

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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
		<p><b>Smith/Kinnard Family Cemetery (DL-C247)</b> since it is also within the Segment 1 APE.</p>
135	Table 13: Archeological Sites and Historic Cemeteries within 1000 m of APE	<p><b>Geaslin Cemetery (EL-C061)</b> - due to the historic cemetery location in project Segment 2a, archeological investigations may be necessary.</p>
173	Table 21: Archeological Sites and Historic Cemeteries within 1000 m of APE	<p>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	Table 28: Archeological Sites and Historic Cemeteries within 1000 m of APE	<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	Table 28: cont.	<p>Unknown Cemetery in Segment 4 – needs a cemetery number assigned.</p>
197-198	Leon County Recommendations	<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	Table 28. Recommendations	<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	Segment 4. Table 32	<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
214	IF-NV-2	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.
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*





# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

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*



# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

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.

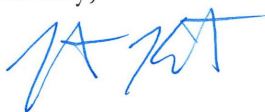
THC previously concurred that the APE established for this report (properties wholly or partially within a radius of 1,300 feet from the limits of disturbance, following the project's established APE guidelines for rural areas), the literature review, and background research were appropriate. Based on 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

*real places telling real stories*

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.006
- GR.008
- GR.009
- GR.012
- GR.015
- GR.017
- GR.019
- GR.026
- GR.027
- GR.029
- GR.033
- GR.035
- GR.036
- GR.041
- GR.043
- GR.047
- GR.048
- GR.049
- GR.054
- GR.055
- GR.059
- GR.062
- GR.069
- GR.072
- GR.073
- GR.075
- 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.003
- GR.031
- GR.053
- GR.068
- 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

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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, 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, 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: The Honorable Byron Rider, Leon County Judge, c/o Tammy Sanders, *via email*  
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, 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:

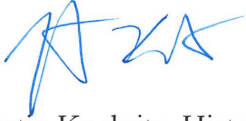
- House (LE.003)
- House (LE.004)
- House (LE.006)
- House (LE.007)
- House (LE.009)
- Agricultural Building (LE.010)
- House (LE.016)
- Agricultural Building (LE.017)
- House (LE.025)
- House (LE.051)
- House and Outbuildings (LE.052a-c)
- House (LE.053)

- 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

*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  
*real places telling real stories*

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 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

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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 #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**

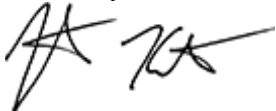
- THC/SHPO concurs with information provided.
- Draft report acceptable. Please submit another copy as a final report along with shapefiles showing the area where the archeological work was conducted. Shapefiles should be submitted electronically to [Archeological\\_projects@thc.texas.gov](mailto:Archeological_projects@thc.texas.gov).

**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

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 over a faint, larger signature.

For Mark Wolfe, State Historic Preservation Officer  
Executive Director, Texas Historical Commission

**Please do not respond to this email.**



## **Appendix C**

### **Historic Properties with Known Adverse Effects**

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**Historic Properties with Potential Adverse Effects**

<b>Identification Number</b>	<b>County</b>	<b>Property Name / Location</b>	<b>NRHP Status</b>	<b>Adverse Effects</b>	<b>Proposed Resolution of Adverse Effects</b>
DA.023	Dallas	Cadiz Street Underpass	NRHP Eligible	Indirect Adverse Effect	
DA.056	Dallas	Corinth Street Underpass	NRHP Eligible	Indirect Adverse Effect	
DA.076a	Dallas	Guiberson Corporation Machine Shop / 1000 Forest Avenue	NRHP Eligible	Direct Adverse Effect / Demolition of resource	
DA.076b	Dallas	Guiberson Residence / 1000 Forest Avenue	NRHP Eligible	Indirect Adverse Effect / Change in setting and association	
DA.082	Dallas	Honey Springs Cemetery / Bulova Street and Cotton Lane	NRHP Eligible	Indirect Adverse Effect / Visual	
DA.110b	Dallas	Linfield Elementary School / 3820 E. Illinois Avenue	NRHP Eligible	Direct Adverse Effect / Demolition of resource	
DA.194	Dallas	W. S. Strain House Historic District	NRHP Listed	Indirect Adverse Effect / Visual	
EL.040	Ellis	Boren-Reagor Springs Cemetery	NRHP Eligible	Indirect Adverse Effect	
FR.016a-g	Freestone	Furney Richardson School	NRHP Eligible	Indirect Adverse Effect	
MA.003	Madison	Randolph Cemetery	NRHP Eligible	Indirect Adverse Effect	
MA.019	Madison	Oxford Cemetery	NRHP Listed	Indirect Adverse Effect	
HA.004a	Harris	House on Castle Road	NRHP Eligible	Indirect Adverse Effect	
HA.208	Harris	Tex-Tube	NRHP Eligible	Direct Adverse Effect	

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## **Appendix D**

### **Tribal Correspondence**

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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,

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**

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.

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

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.

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**

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.

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**

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.

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,

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**

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.

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**

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.

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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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

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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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**

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.

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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

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.

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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**

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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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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Sincerely,

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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](#)

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**From:** [melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov) [mailto:[melissa.hatcher@dot.gov](mailto:melissa.hatcher@dot.gov)]  
**Sent:** Thursday, March 19, 2015 2:48 PM  
**To:** [ofreeman@mcn-nsn.gov](mailto: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](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**).

<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

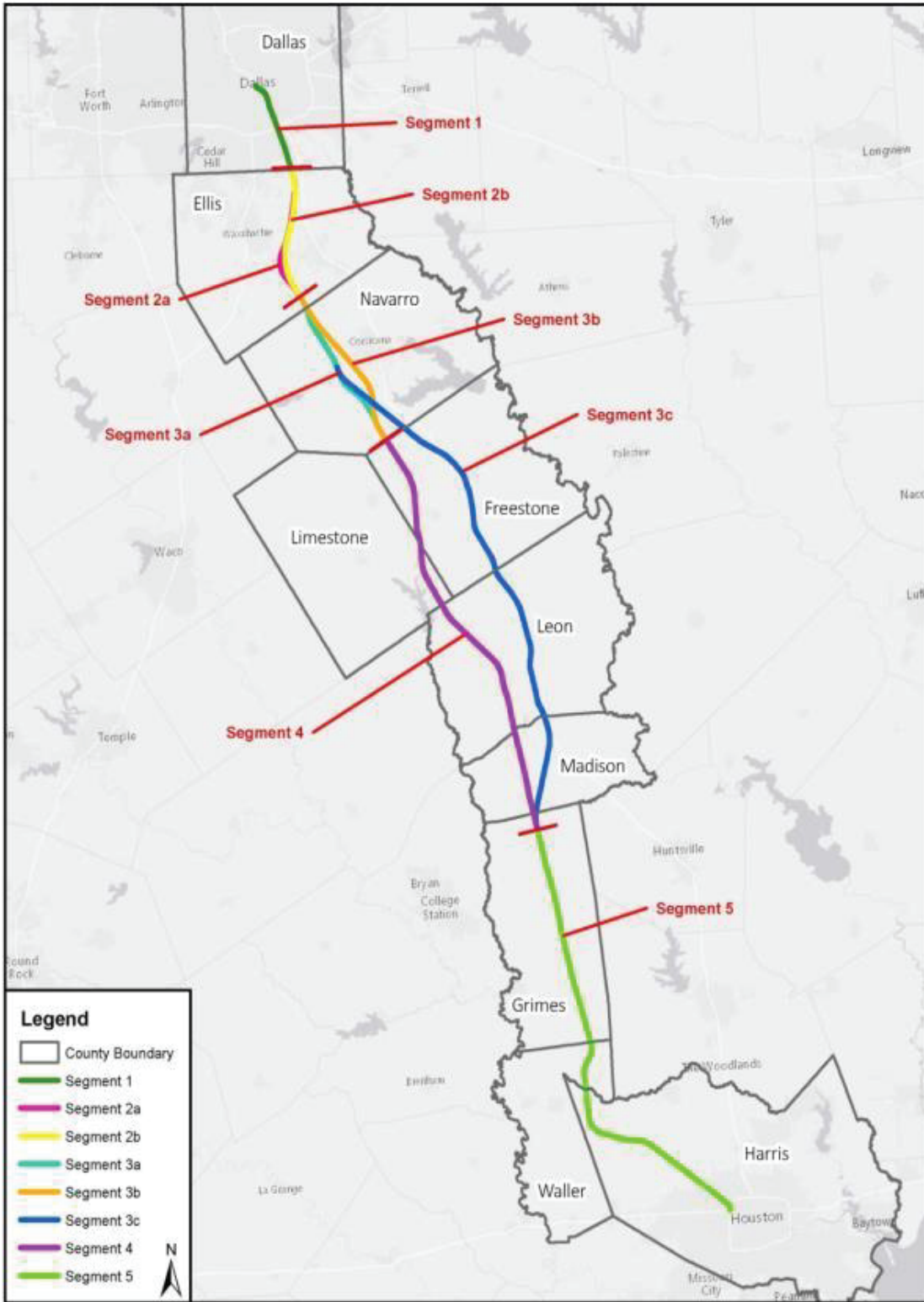


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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
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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



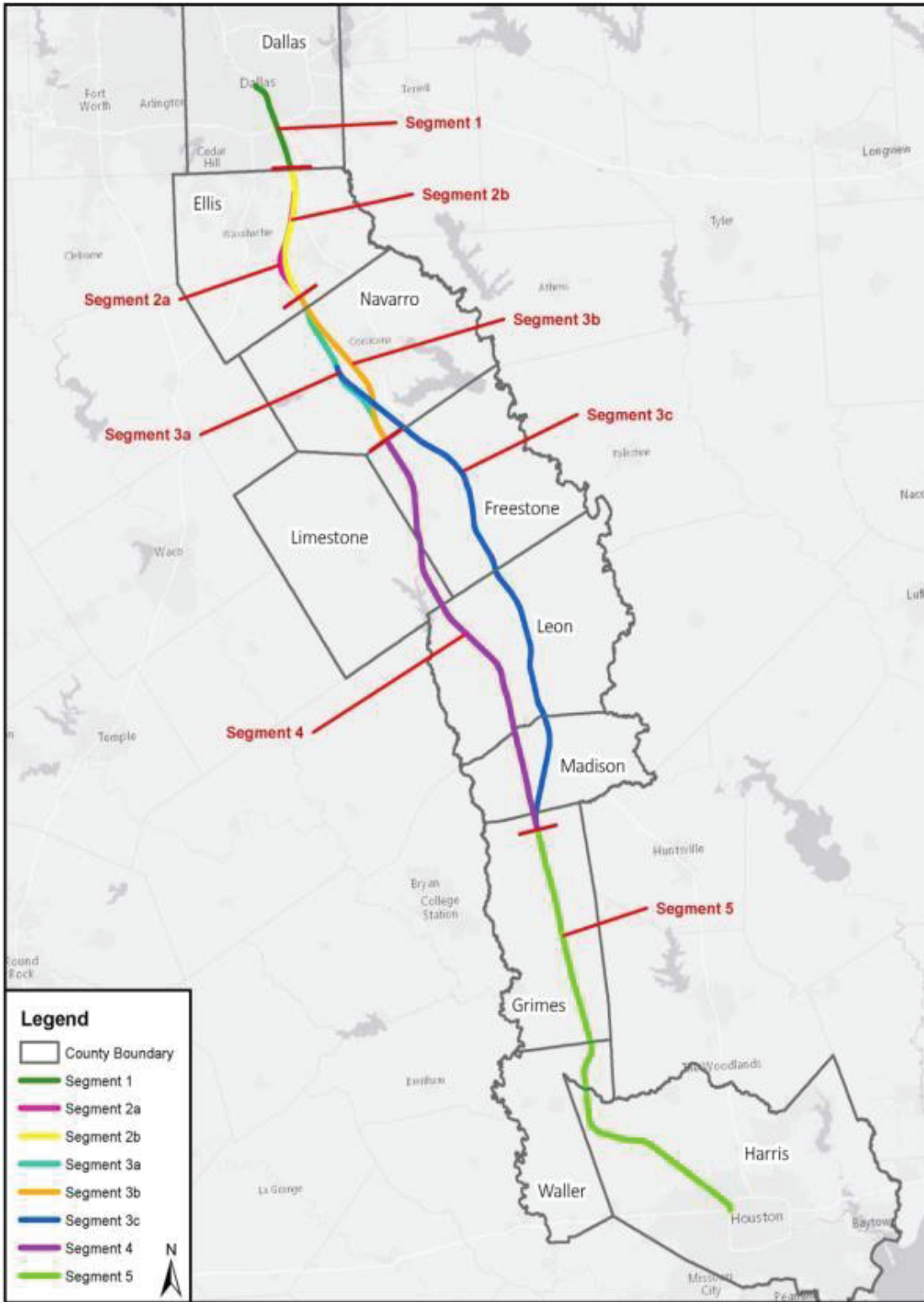


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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**).

**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

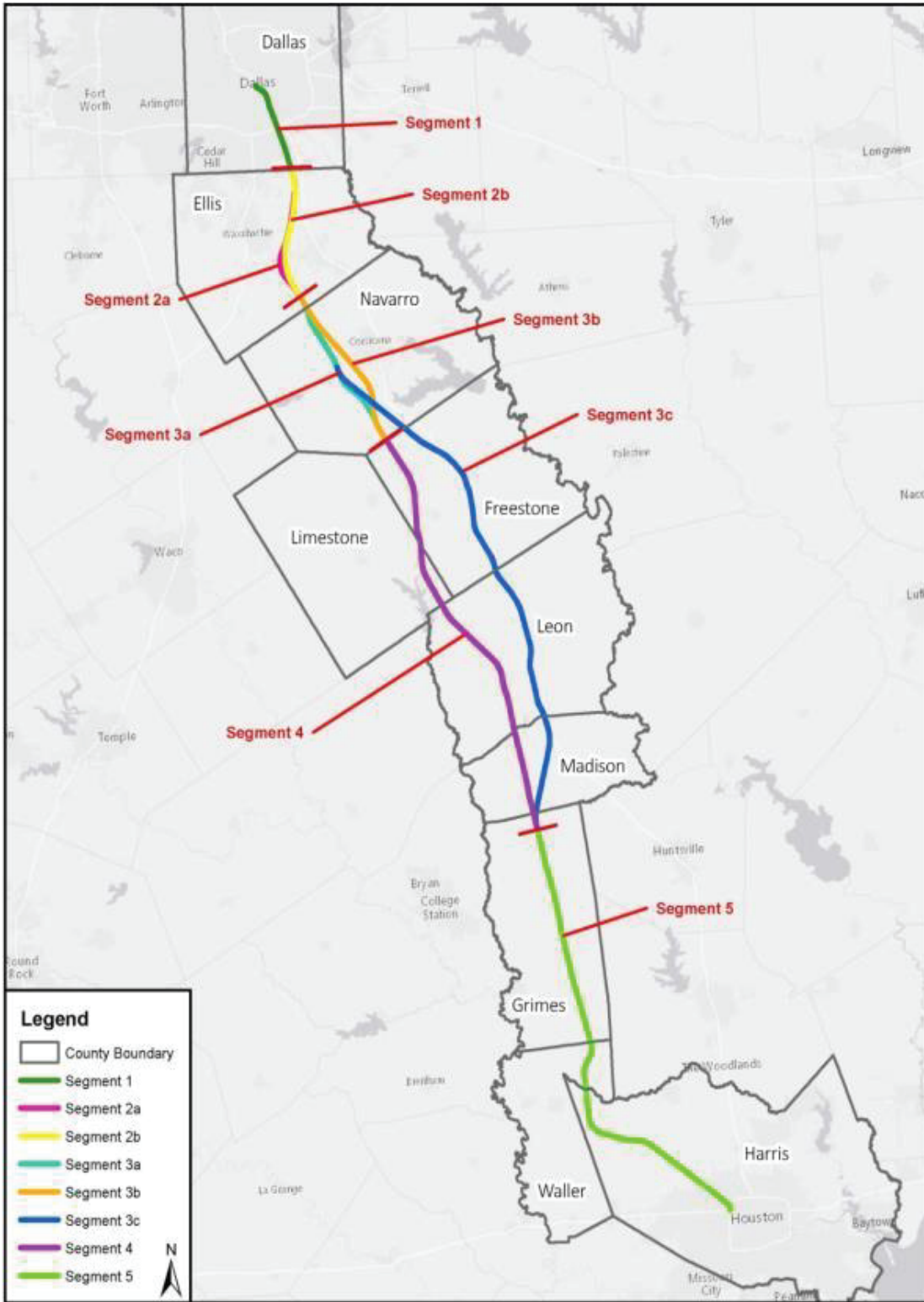


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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

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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

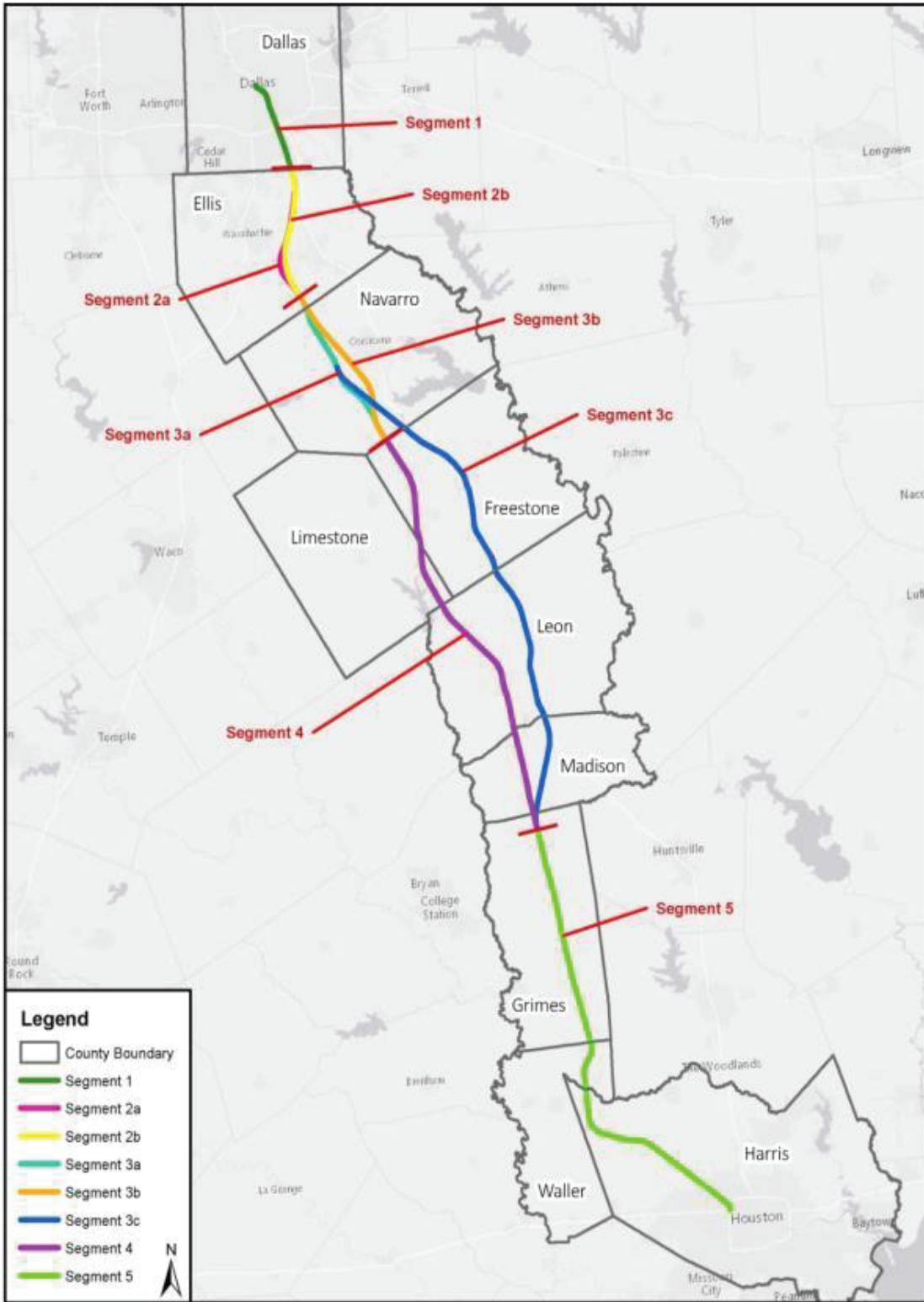


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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
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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  
Federal Railroad Administration

Attachment: Map

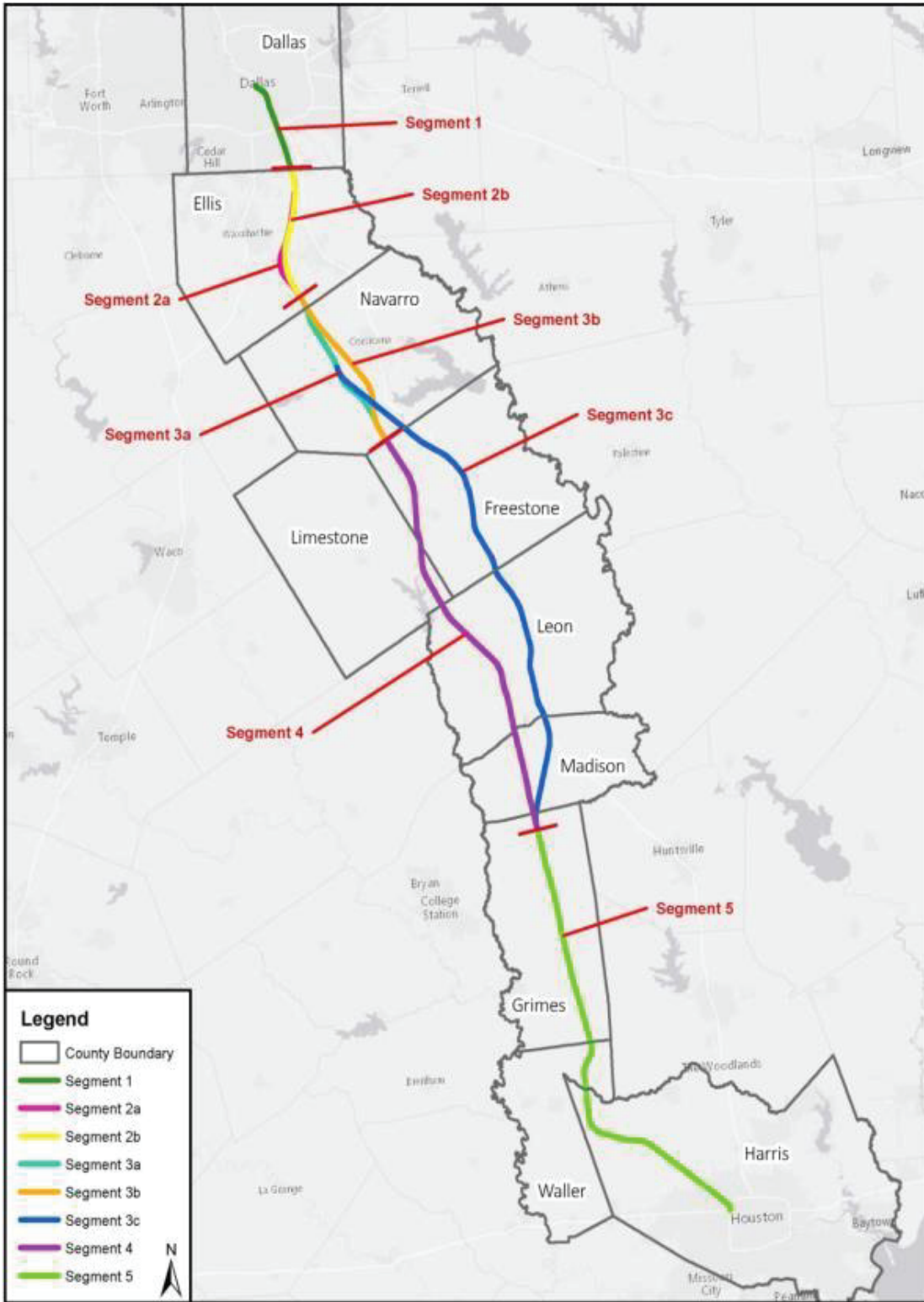


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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**).

**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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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

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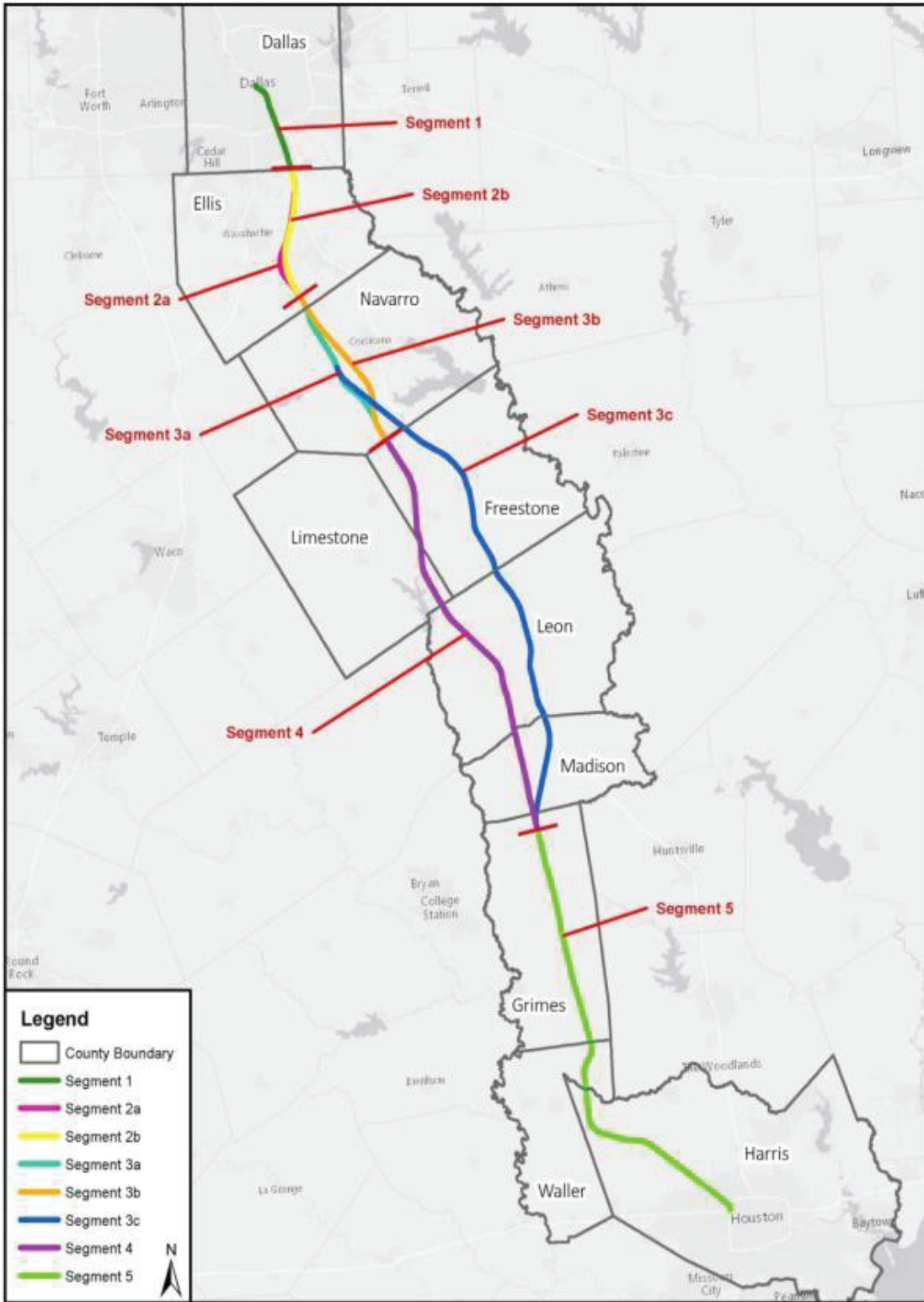


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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
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

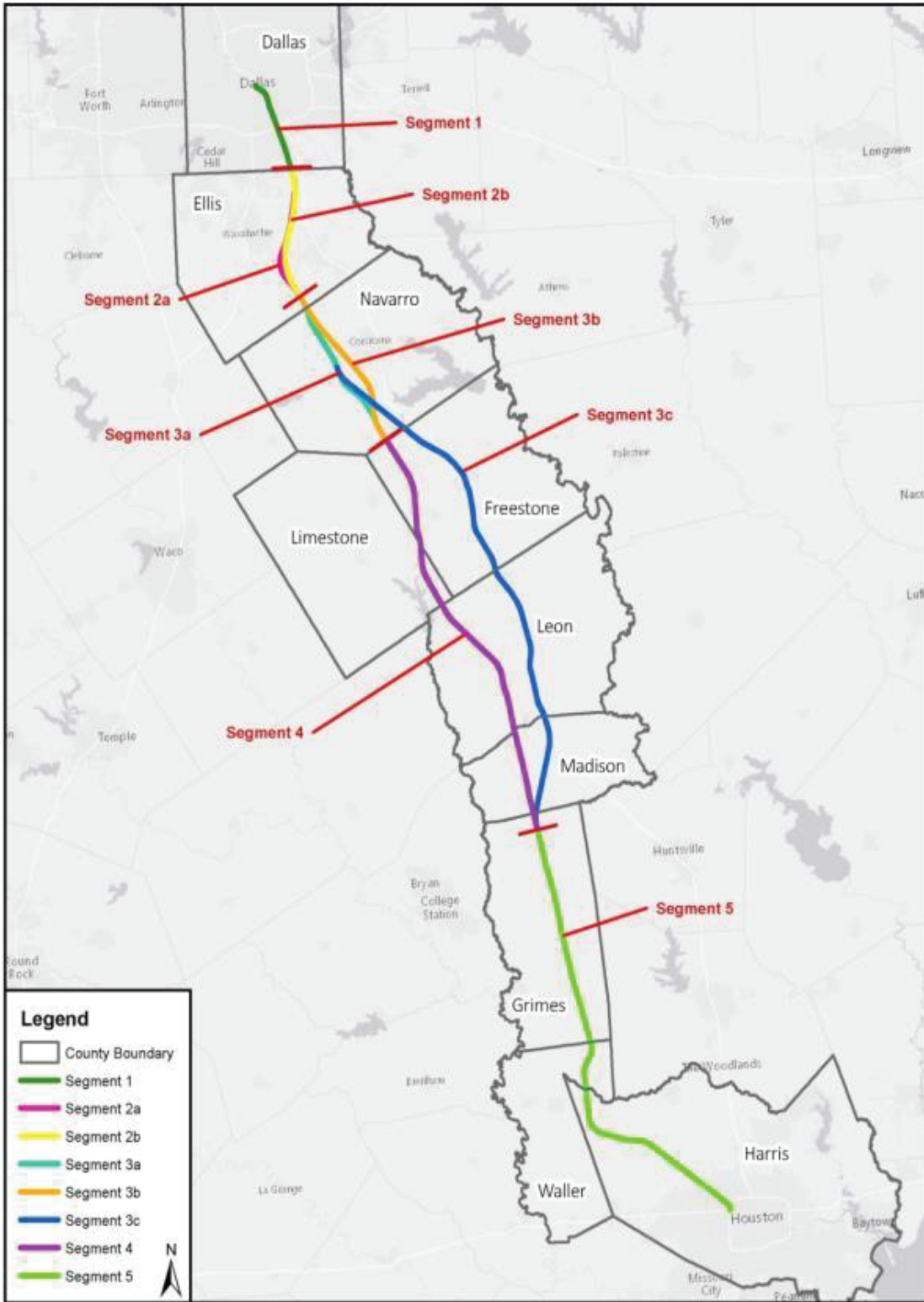


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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:

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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

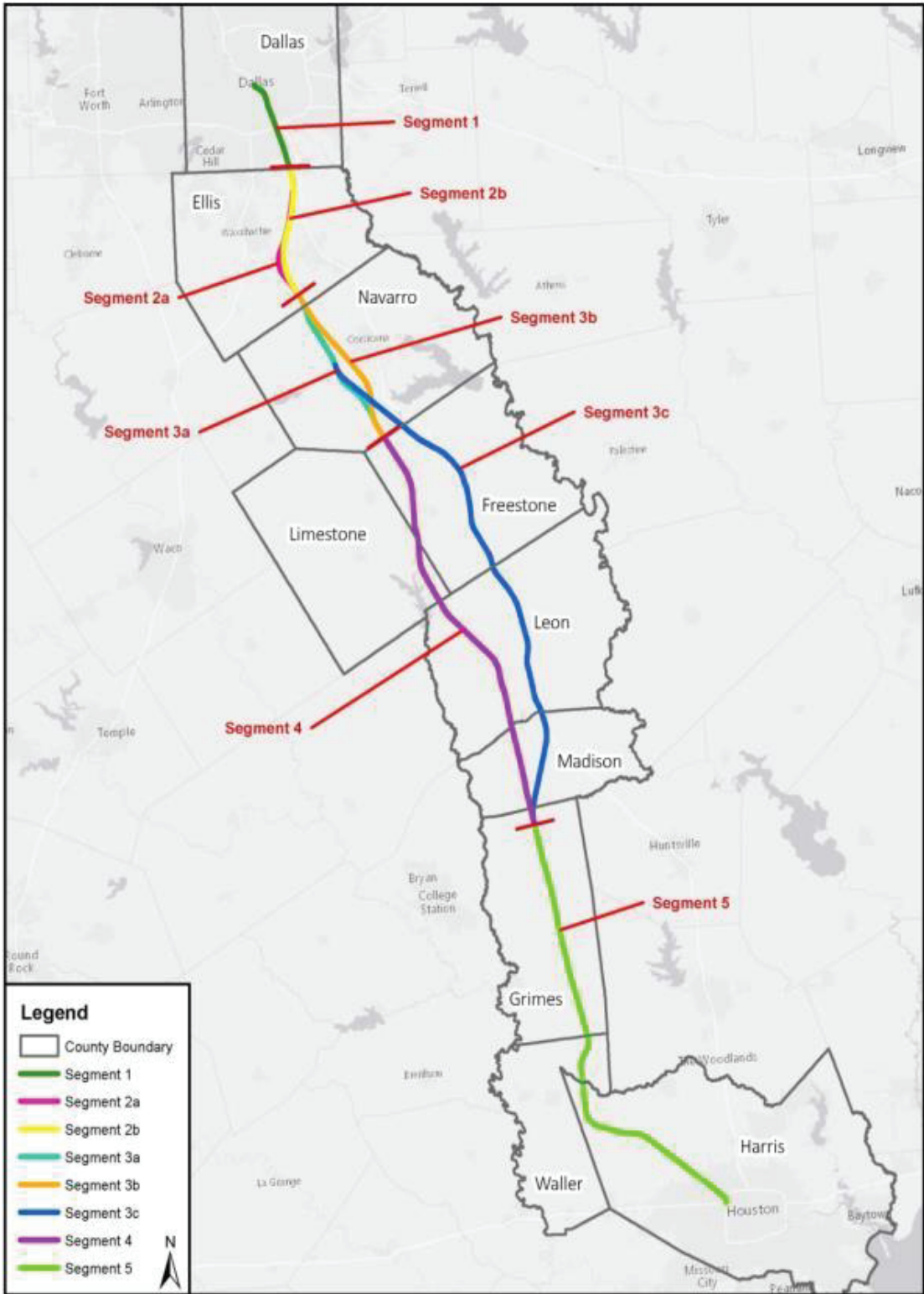


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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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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

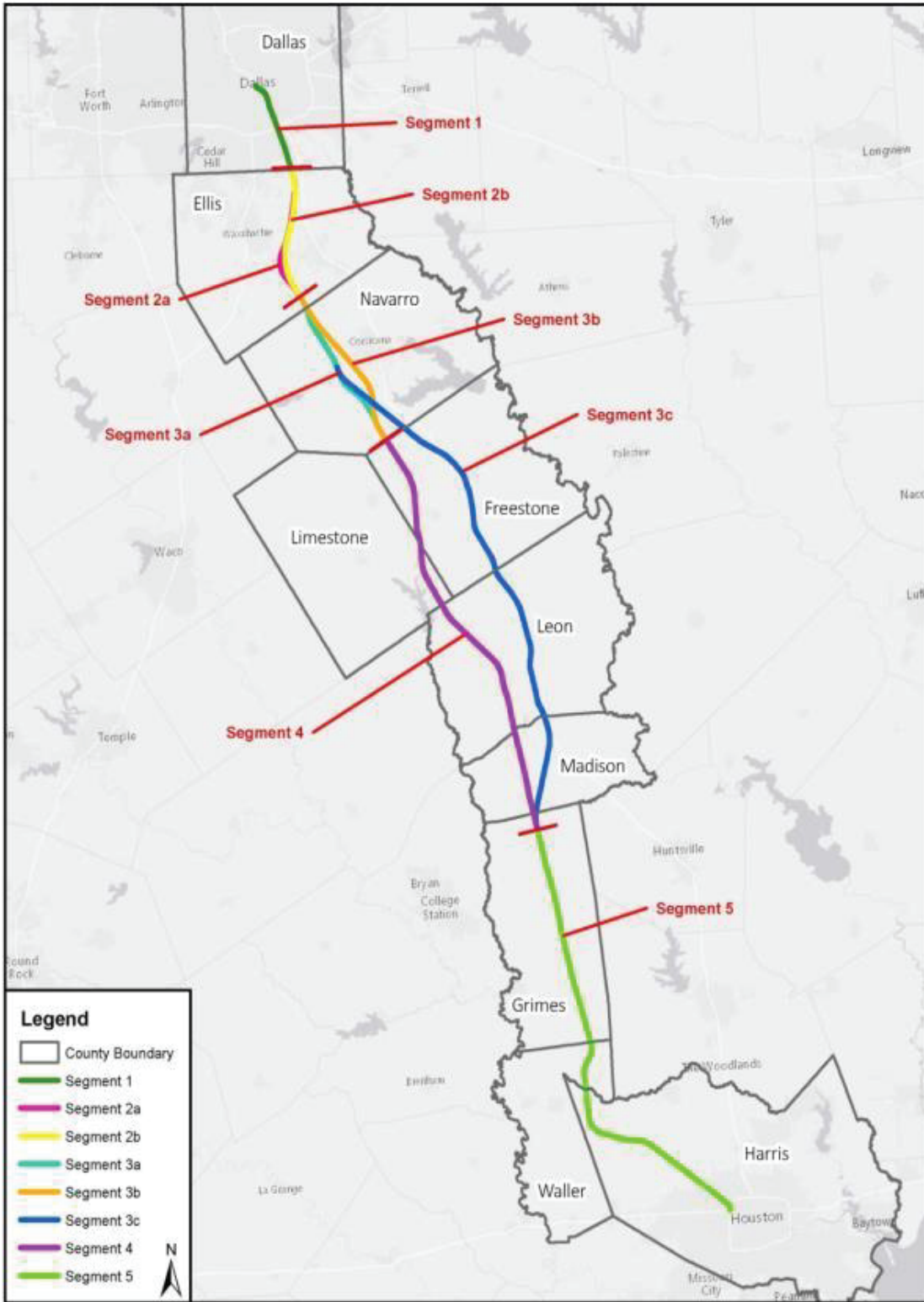


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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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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



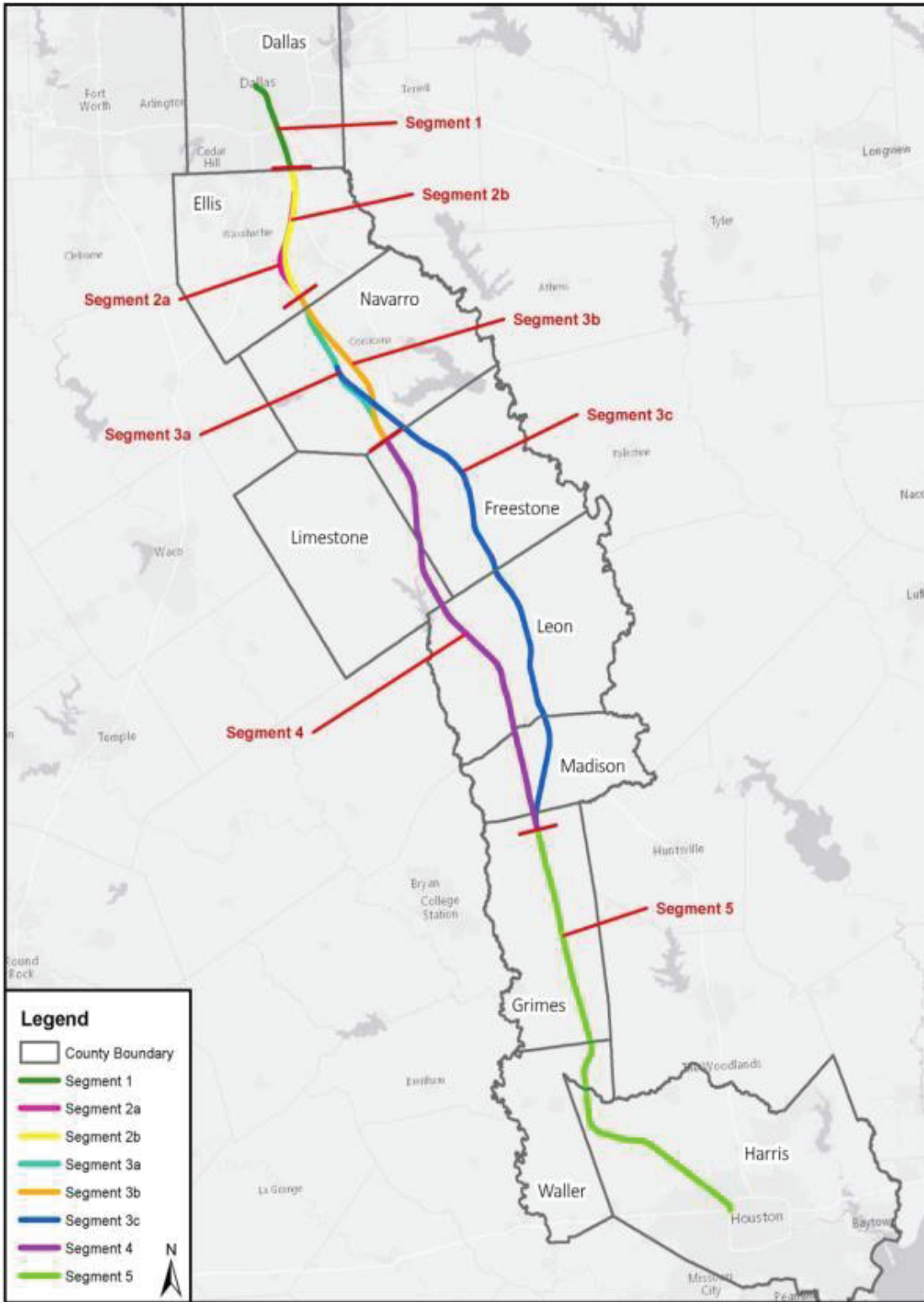


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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

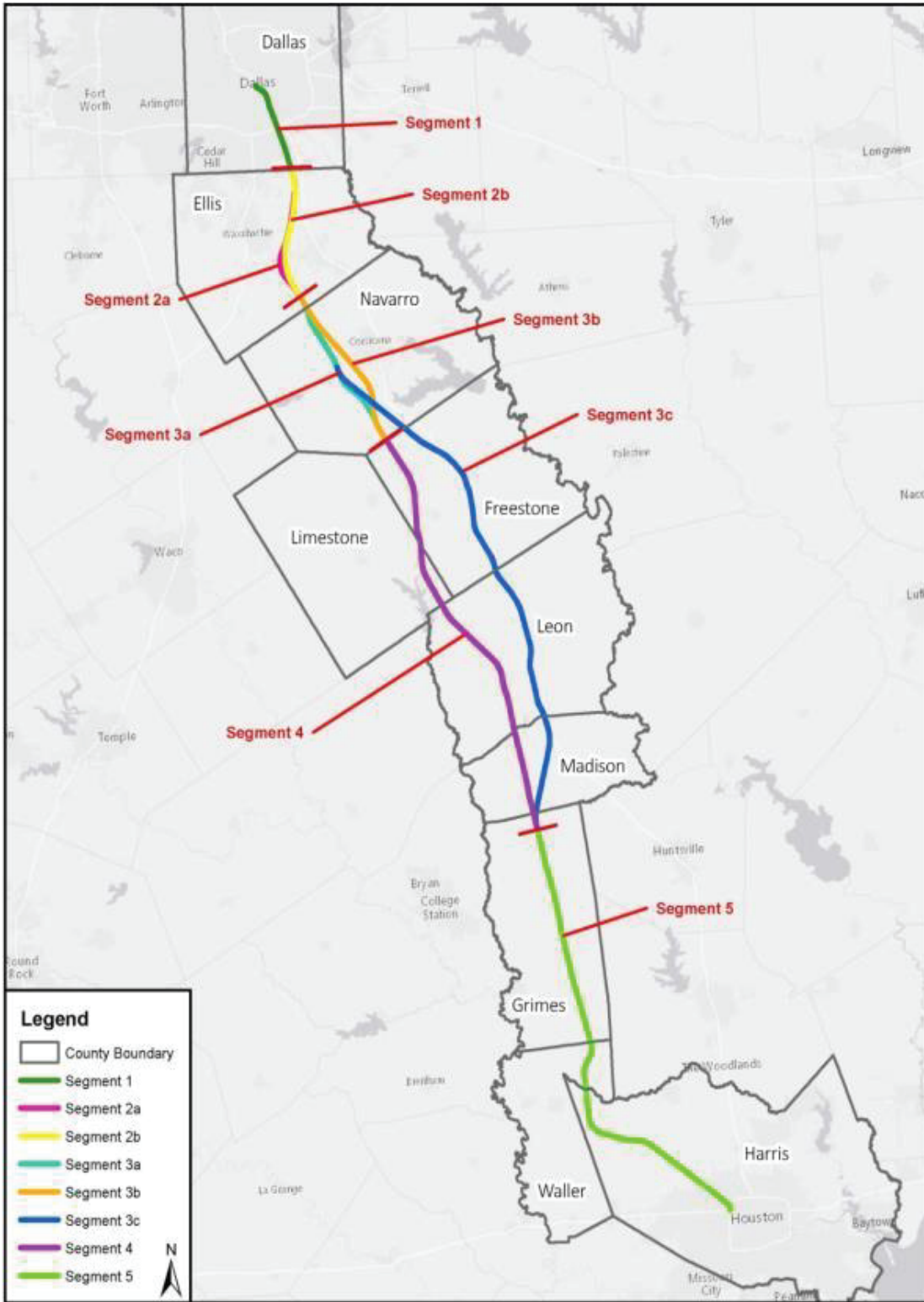


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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
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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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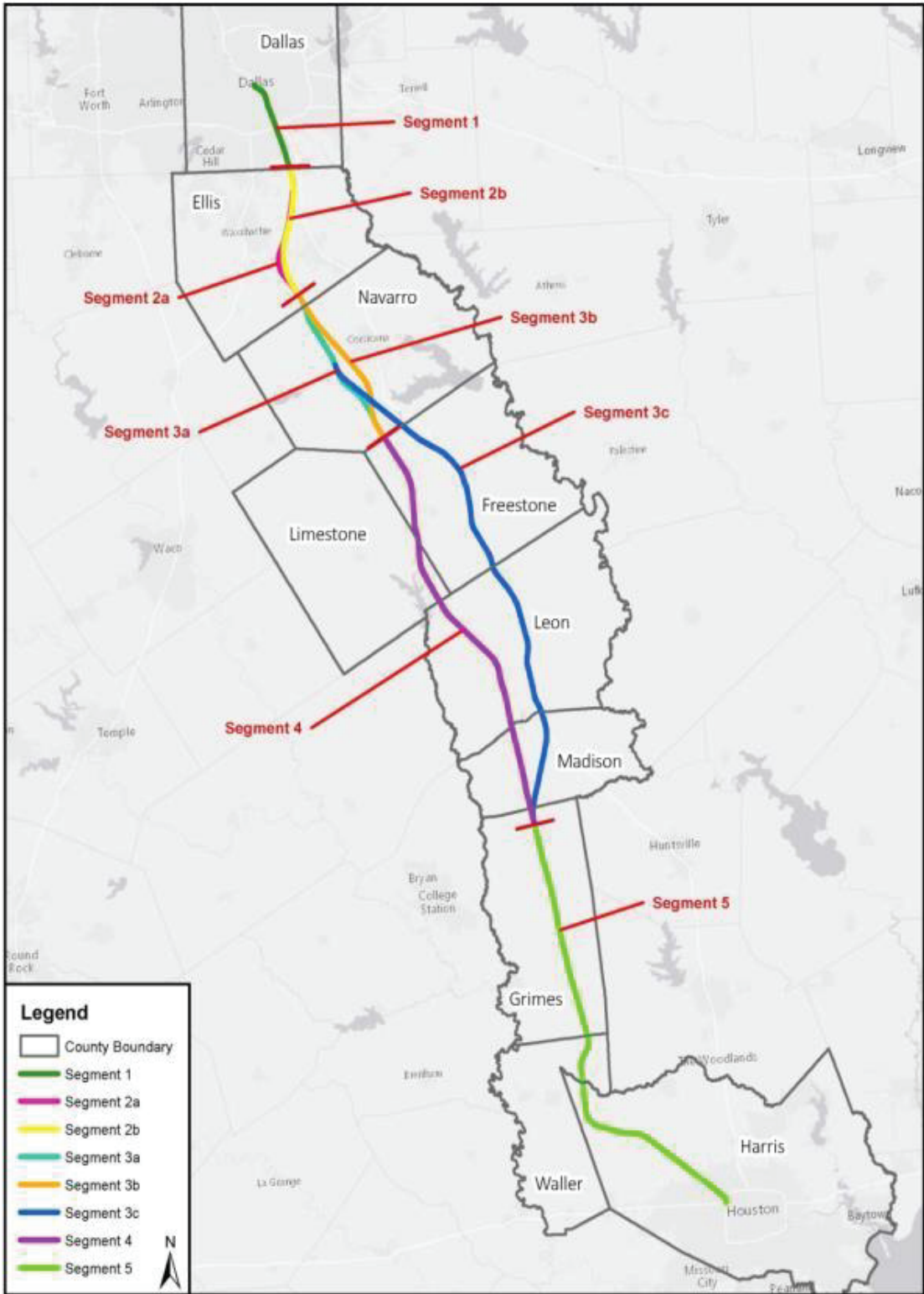


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

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
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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

Attachment: Map

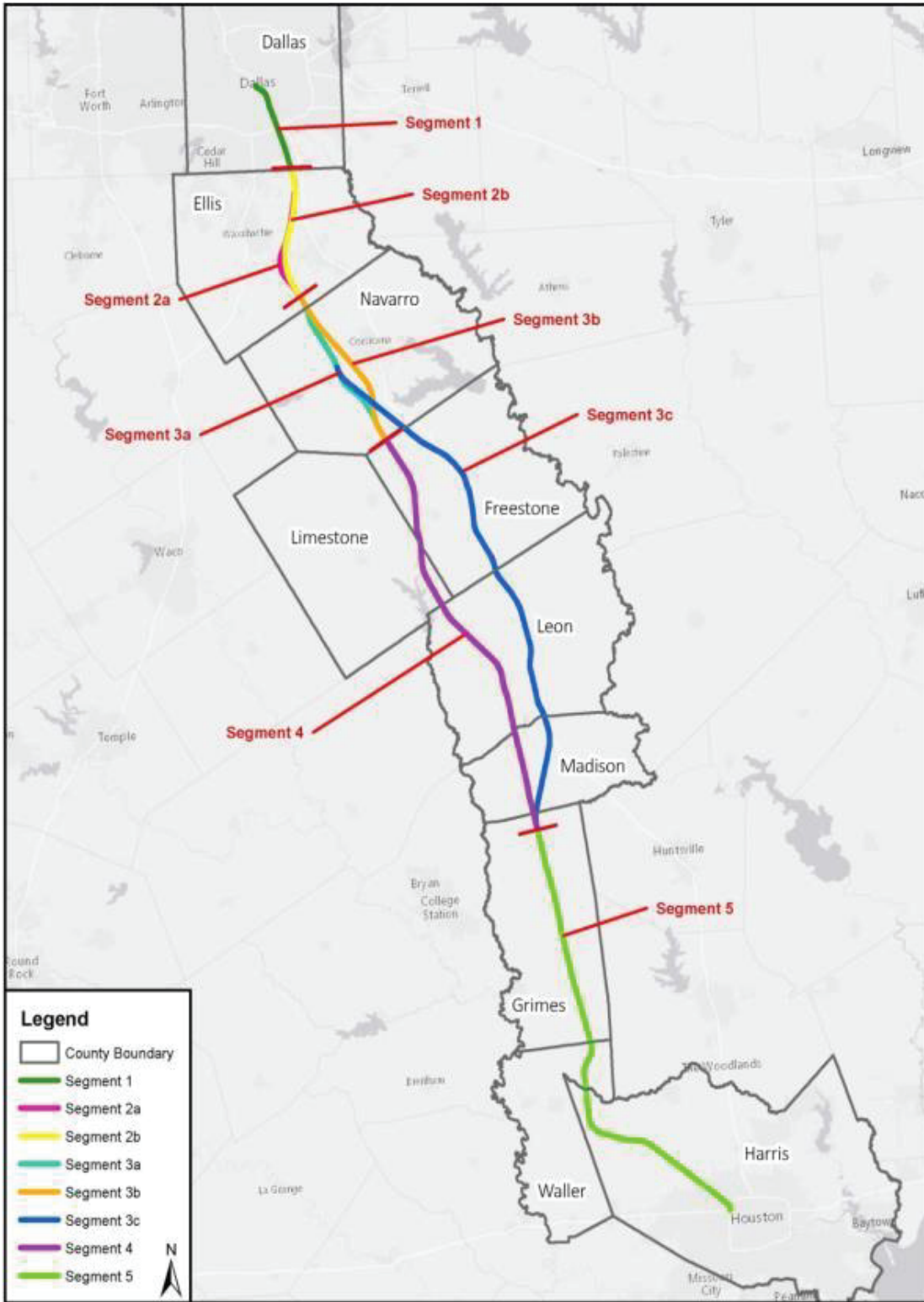


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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
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:

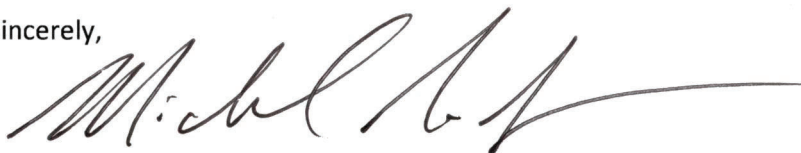
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

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

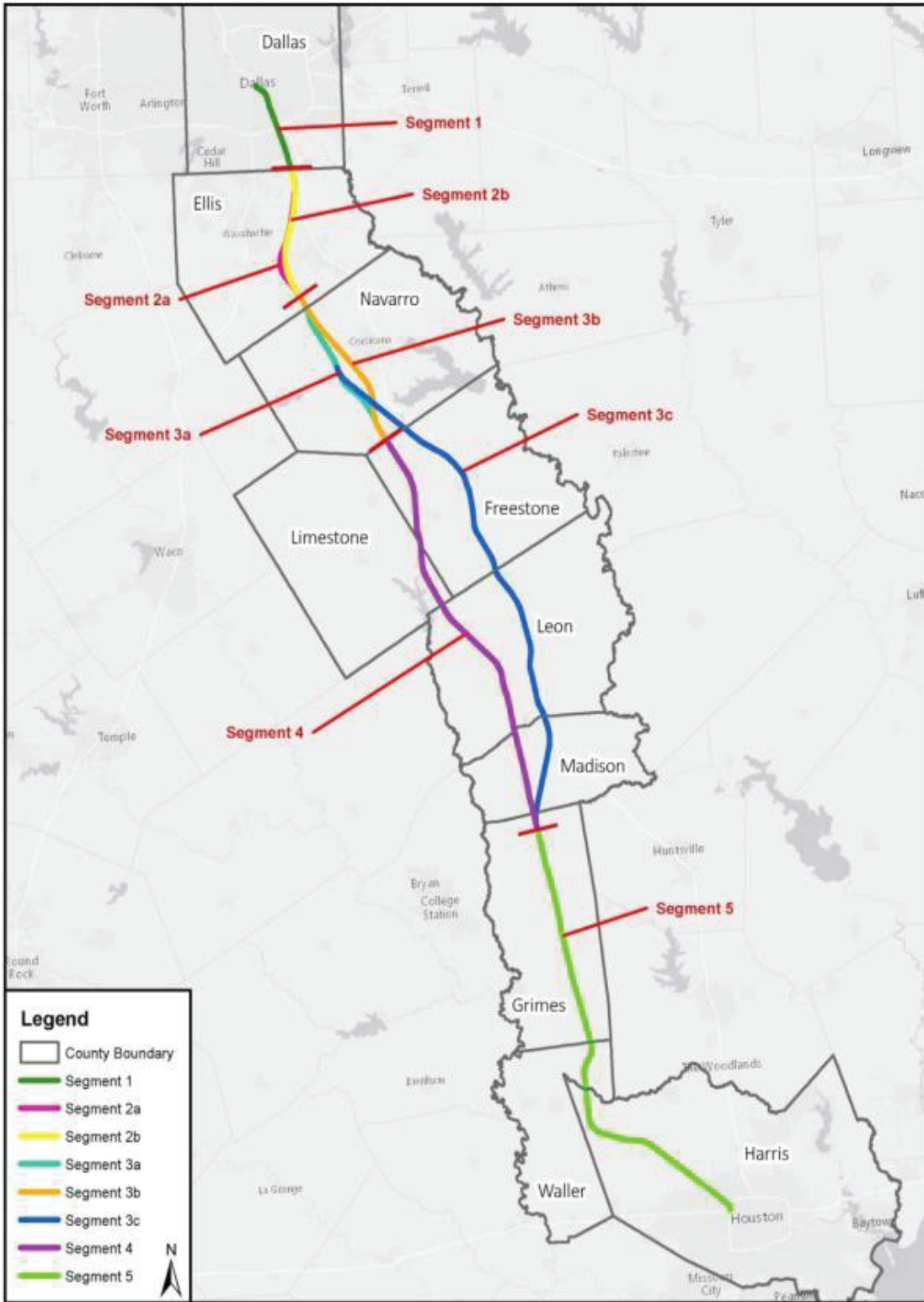


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

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:


- 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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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

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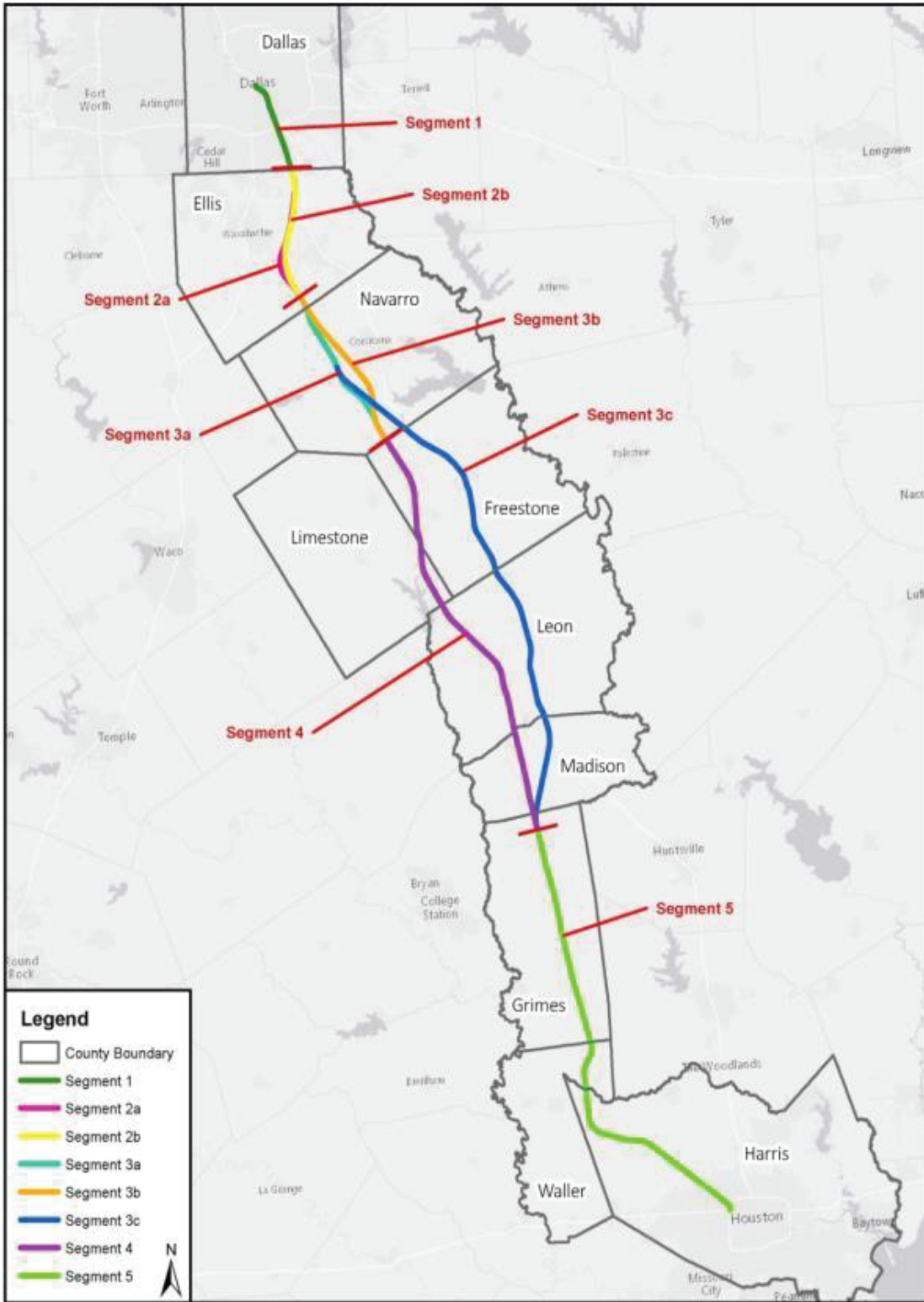


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





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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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

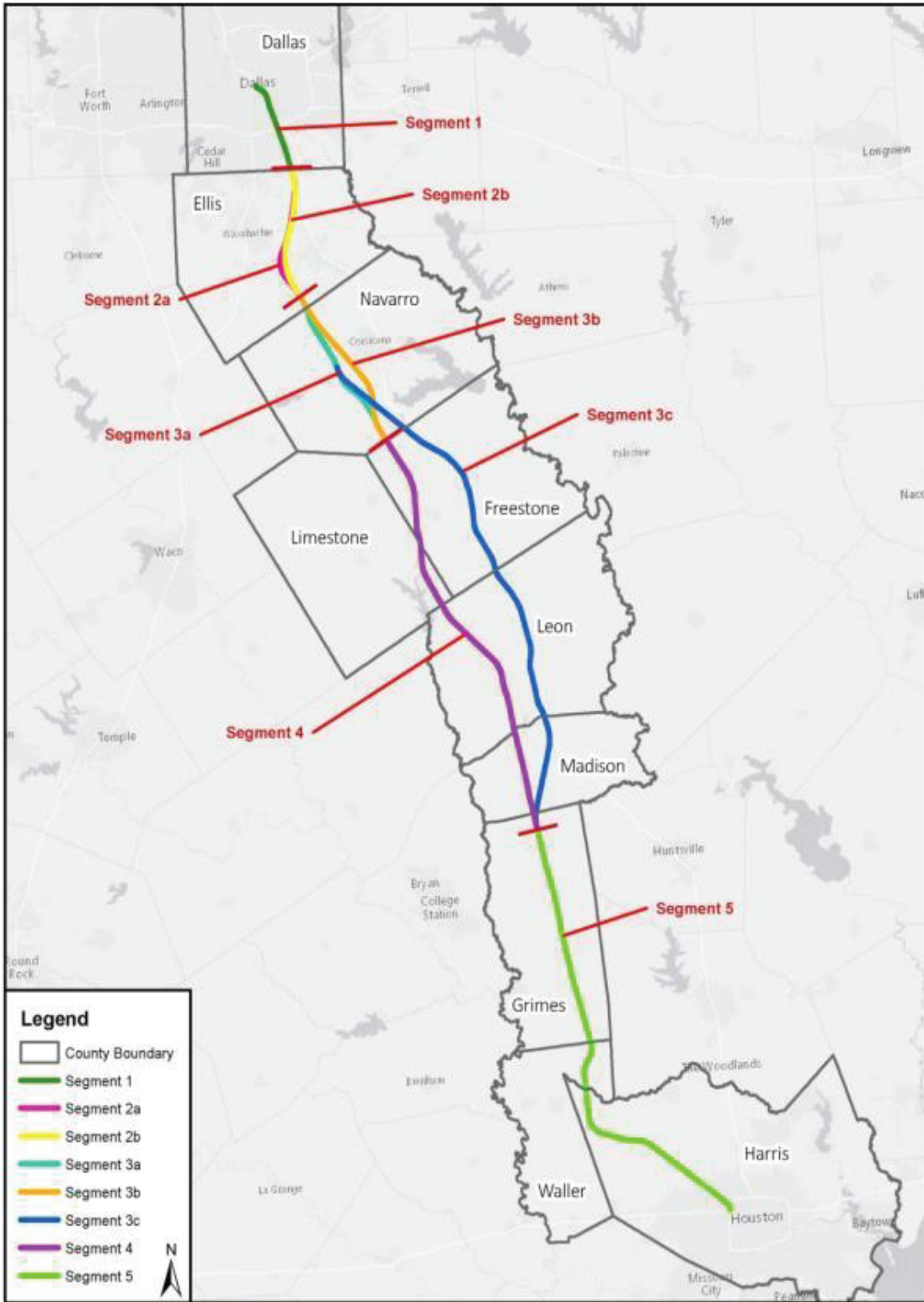


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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

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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

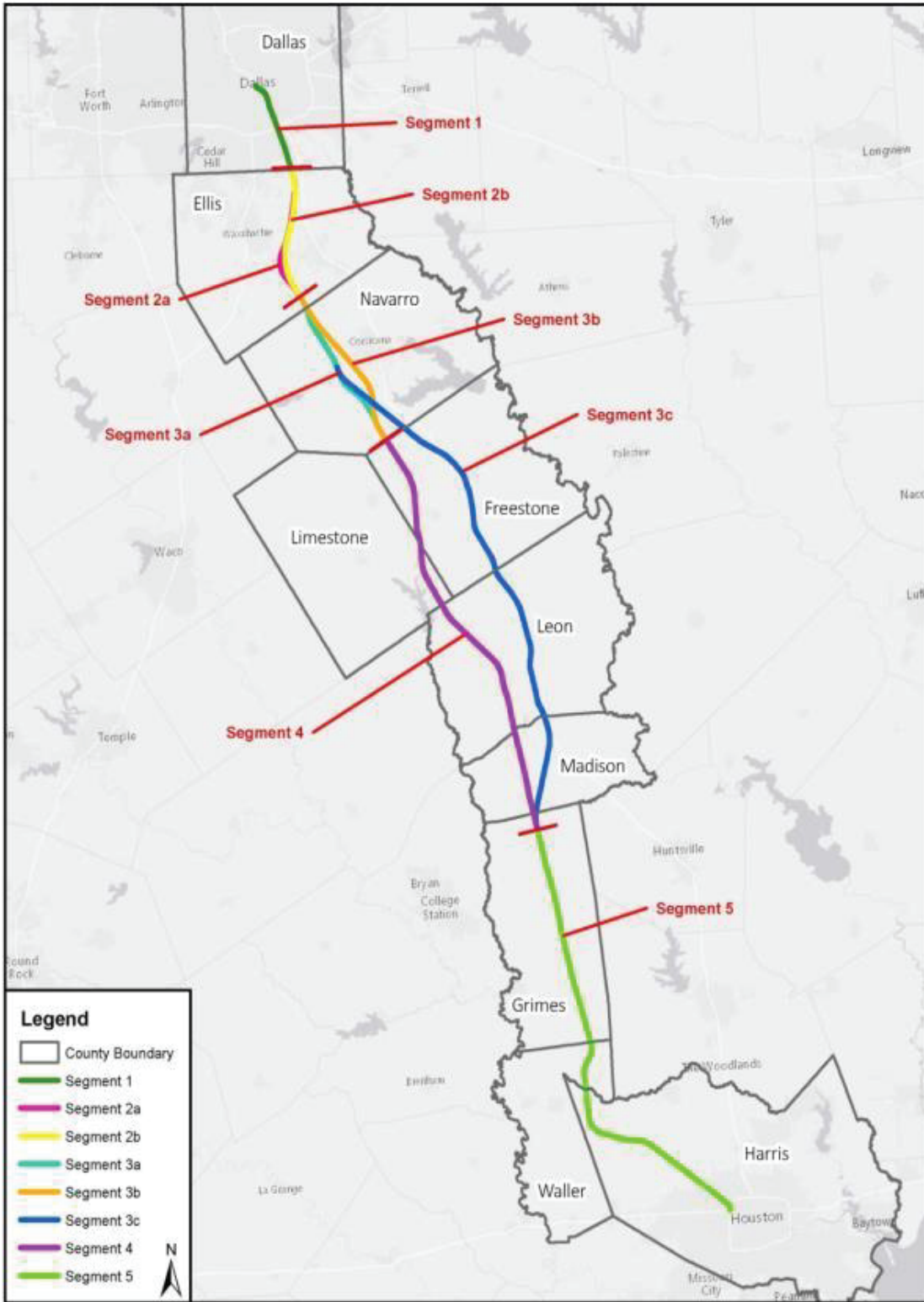


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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:

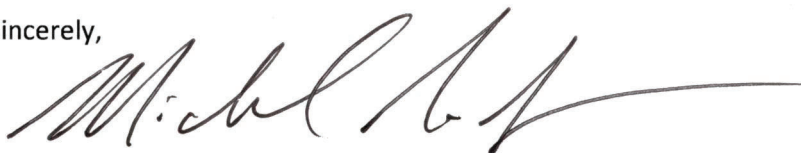
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FRA will also be scheduling Section 106 consulting parties meetings in the near future for which you will receive a separate notification. If you wish to participate but would prefer a one-on-one meeting, please respond so that FRA can accommodate 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



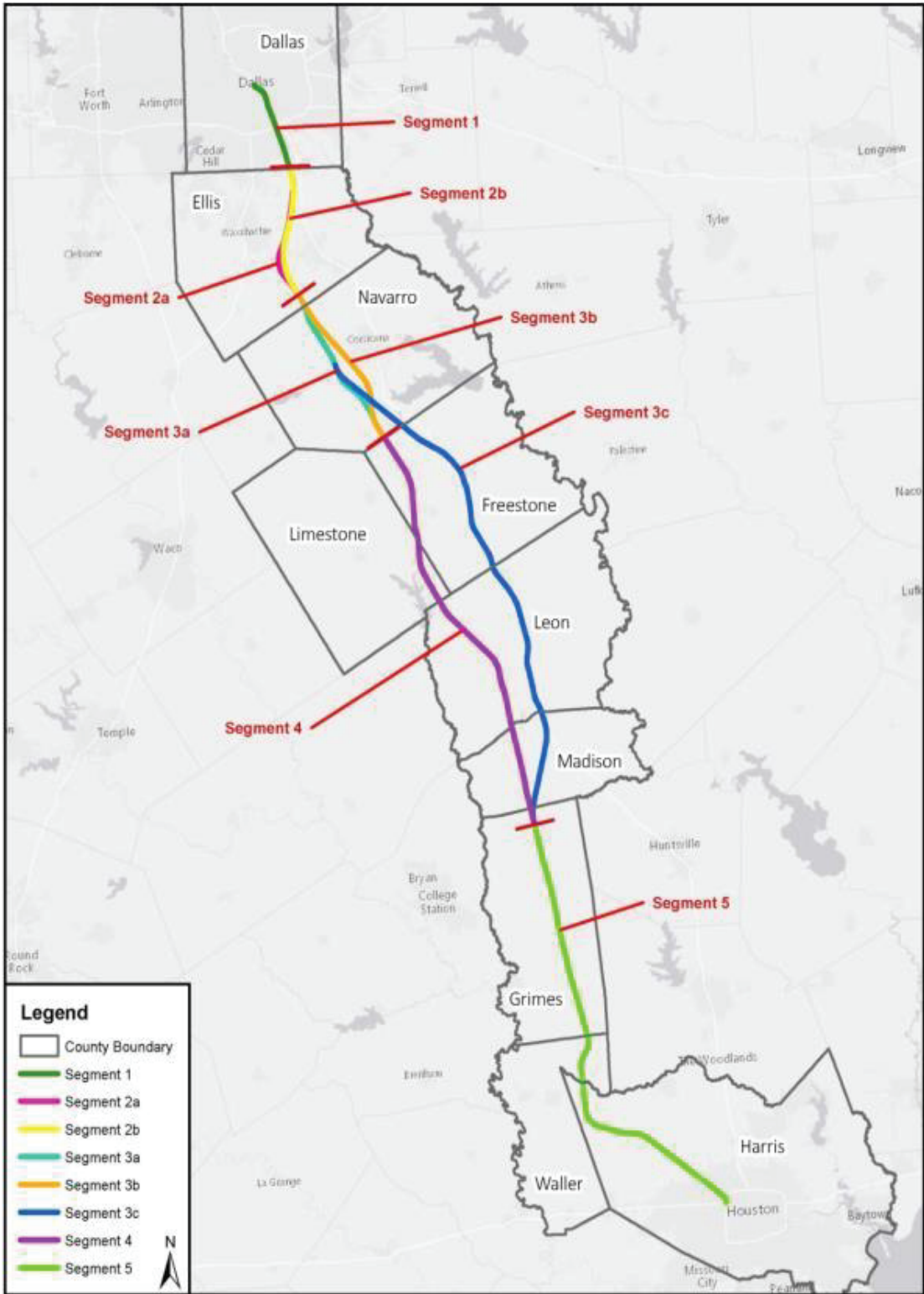


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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
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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

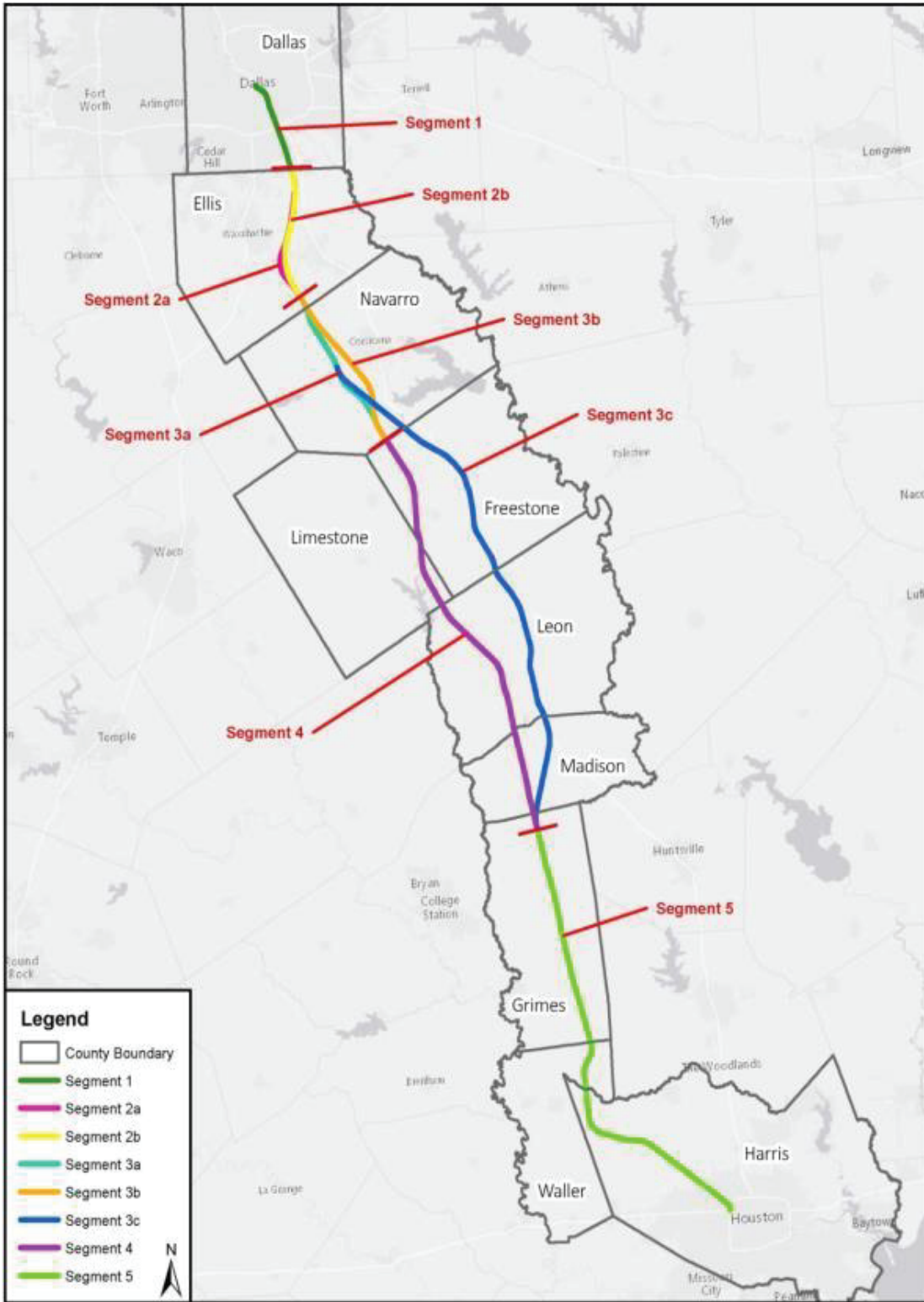


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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>
Alternative A	1, 2a, 3a, 4, 5
Alternative B	1, 2a, 3b, 4, 5
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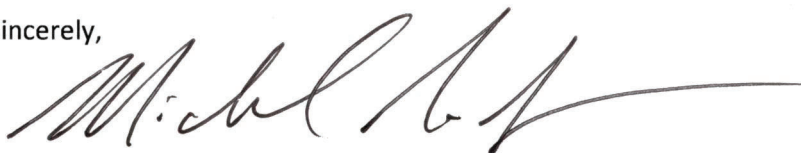
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- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

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

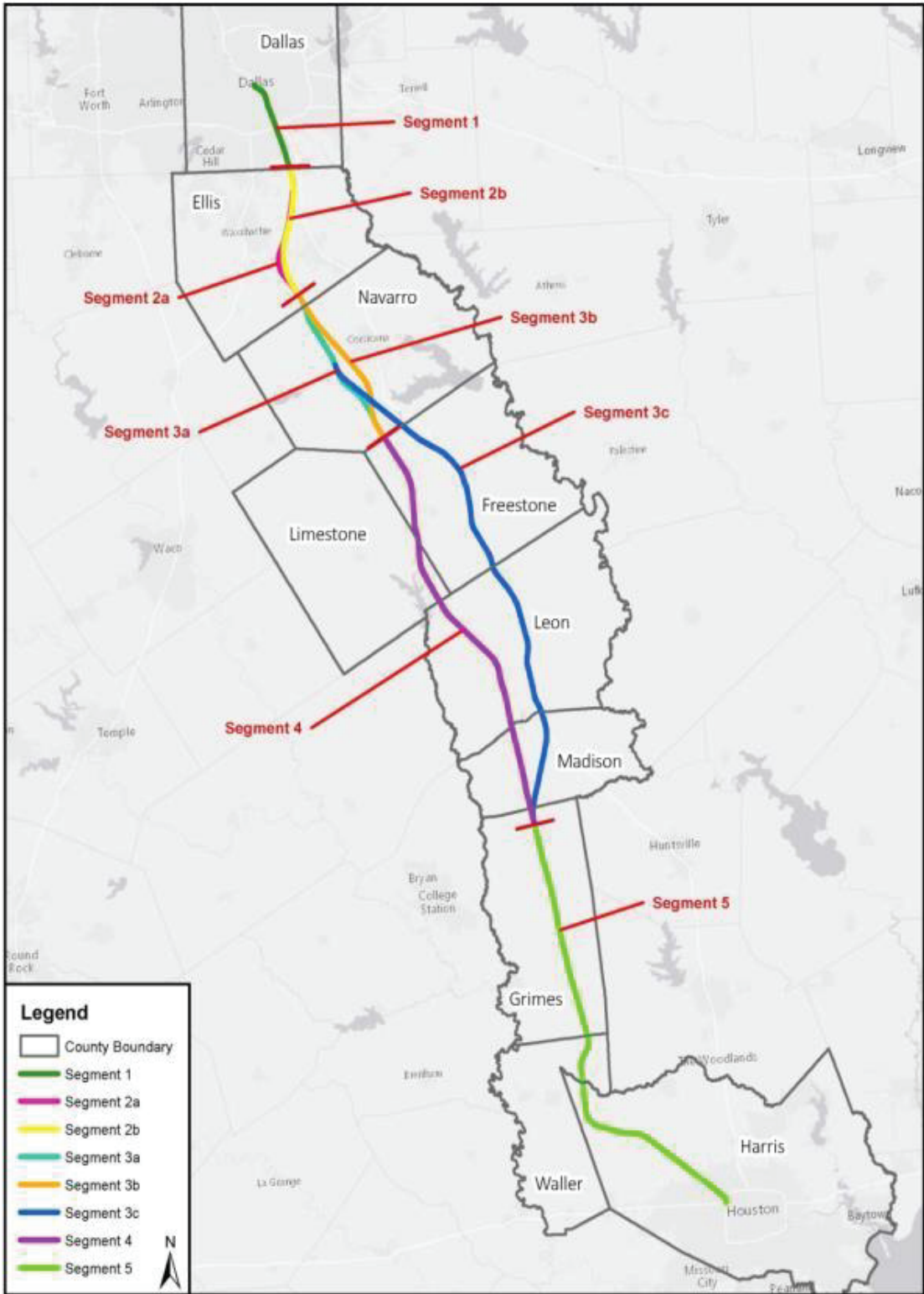


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

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
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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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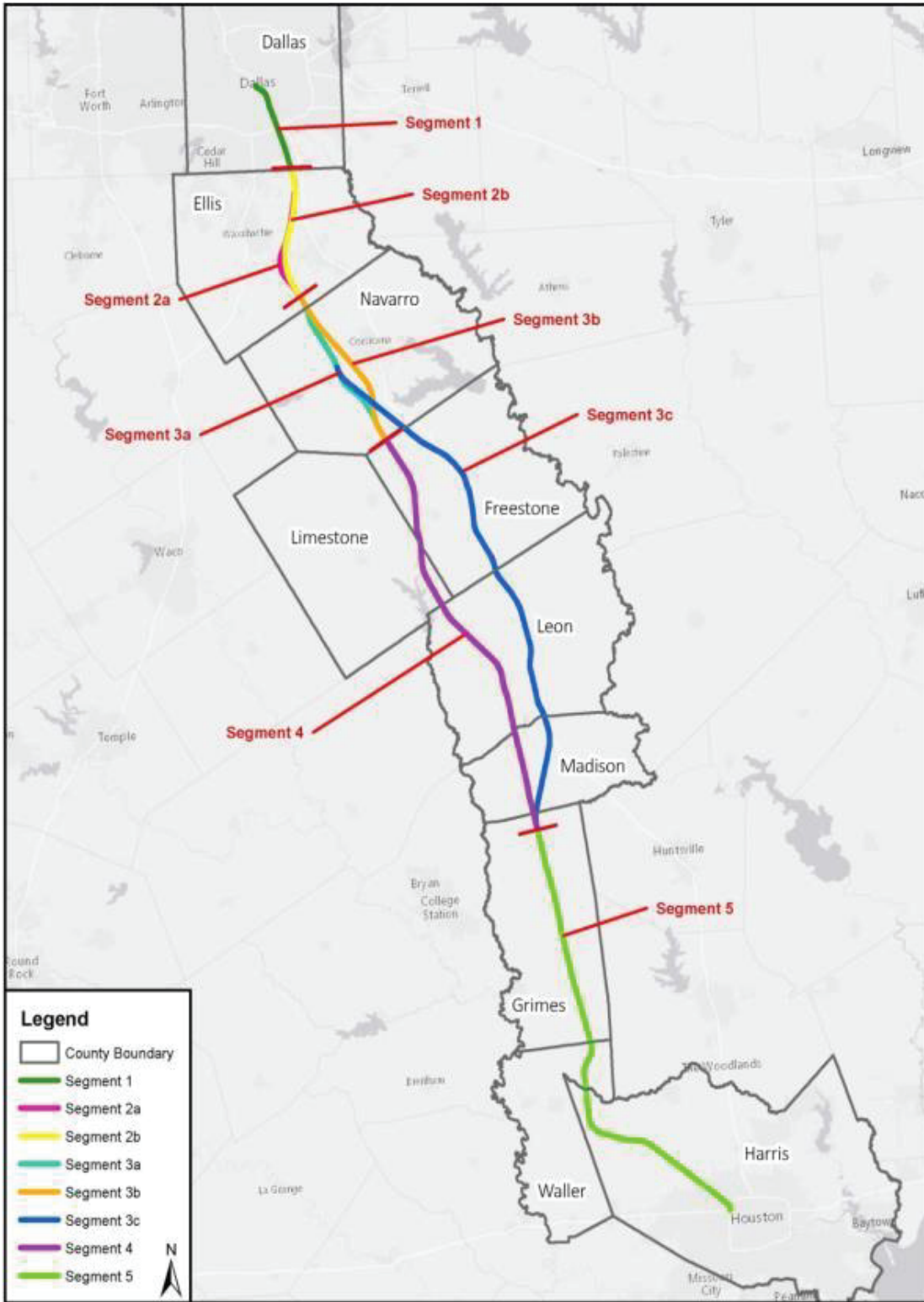


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

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:


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- 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

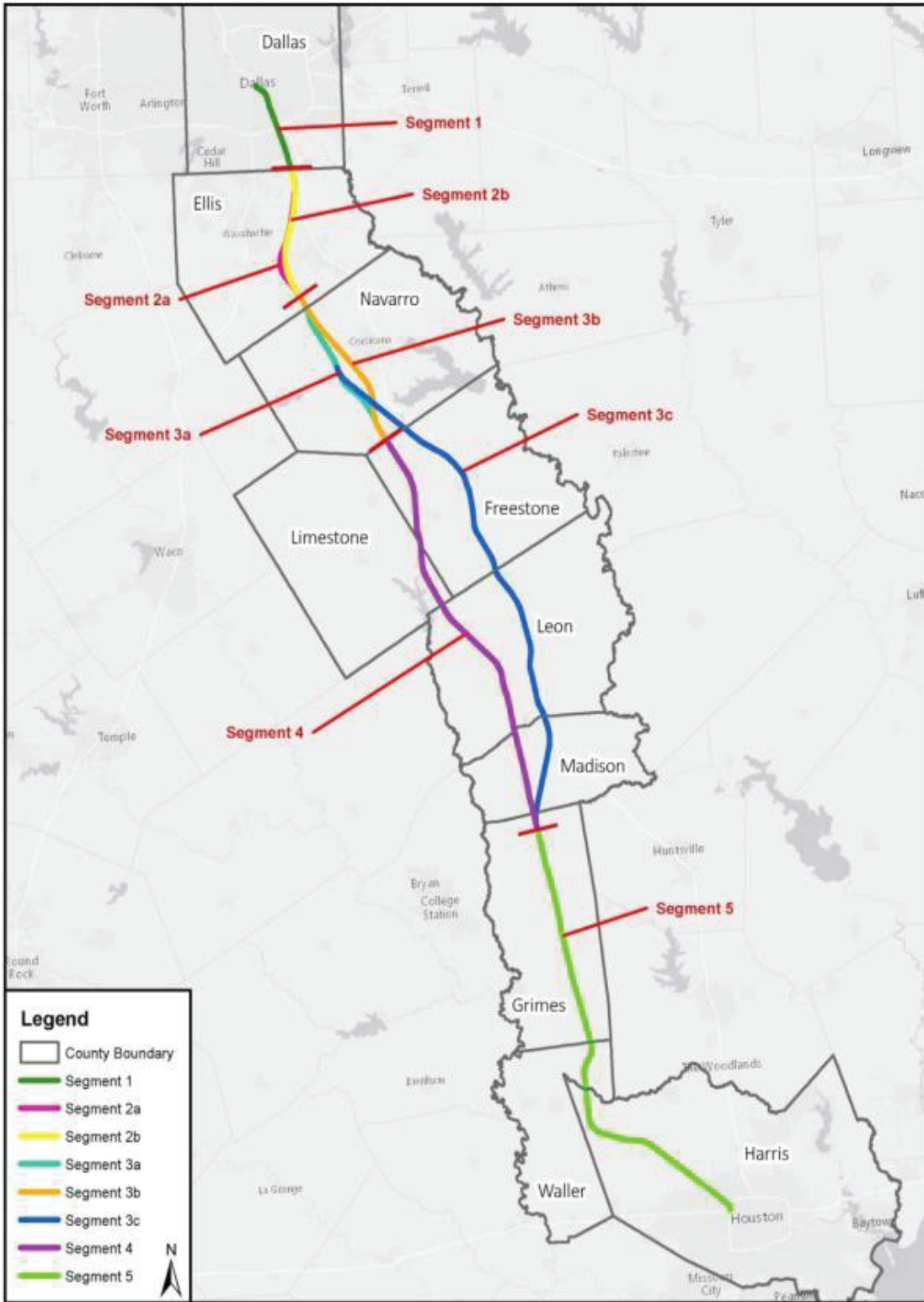


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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:

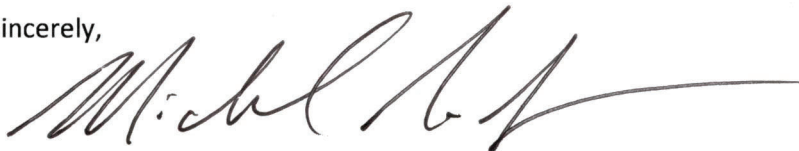
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For interactive maps of the Project area, please visit the applicant's website at <https://www.texascentral.com/alignment-maps/>.

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

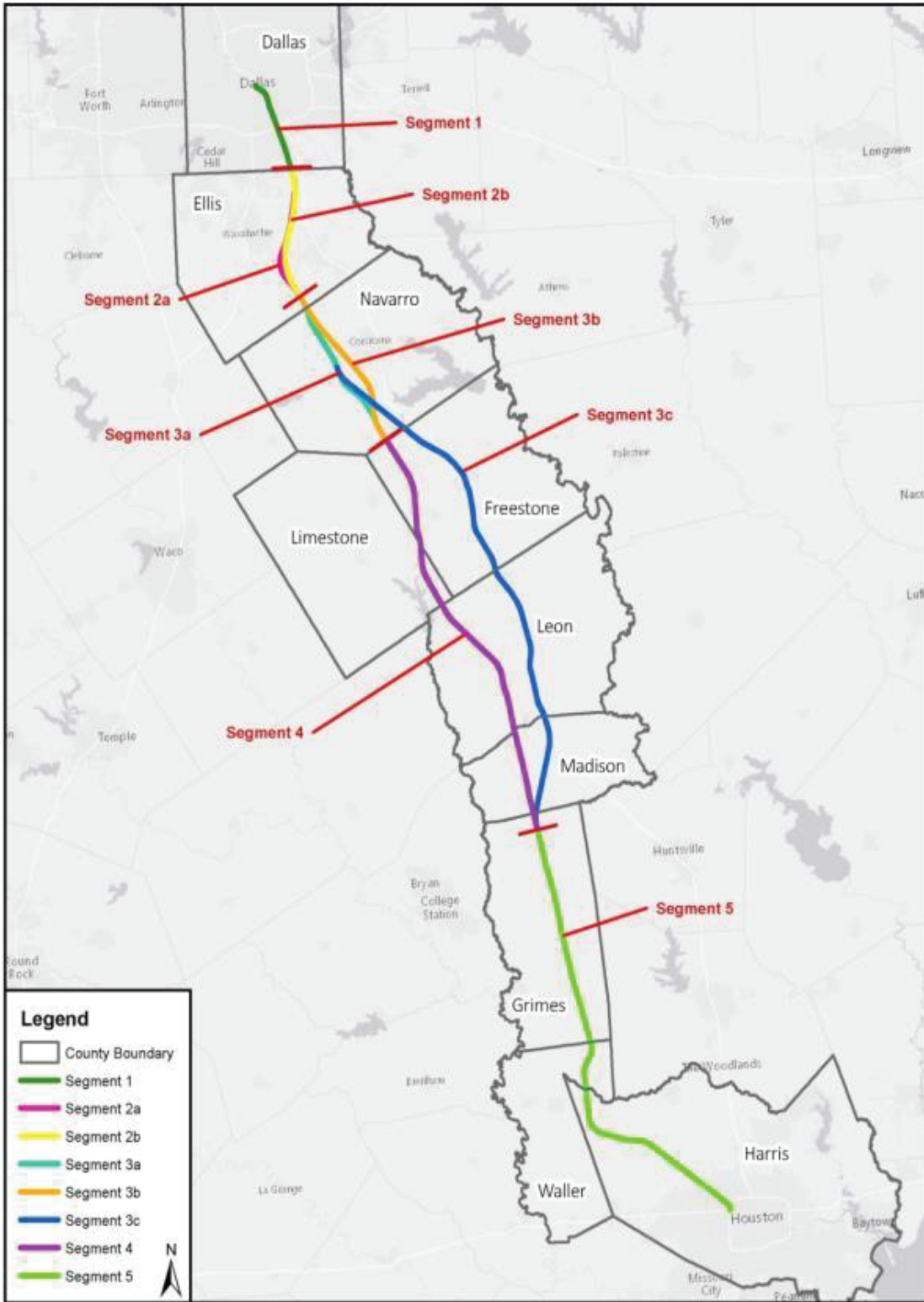


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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:

- 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

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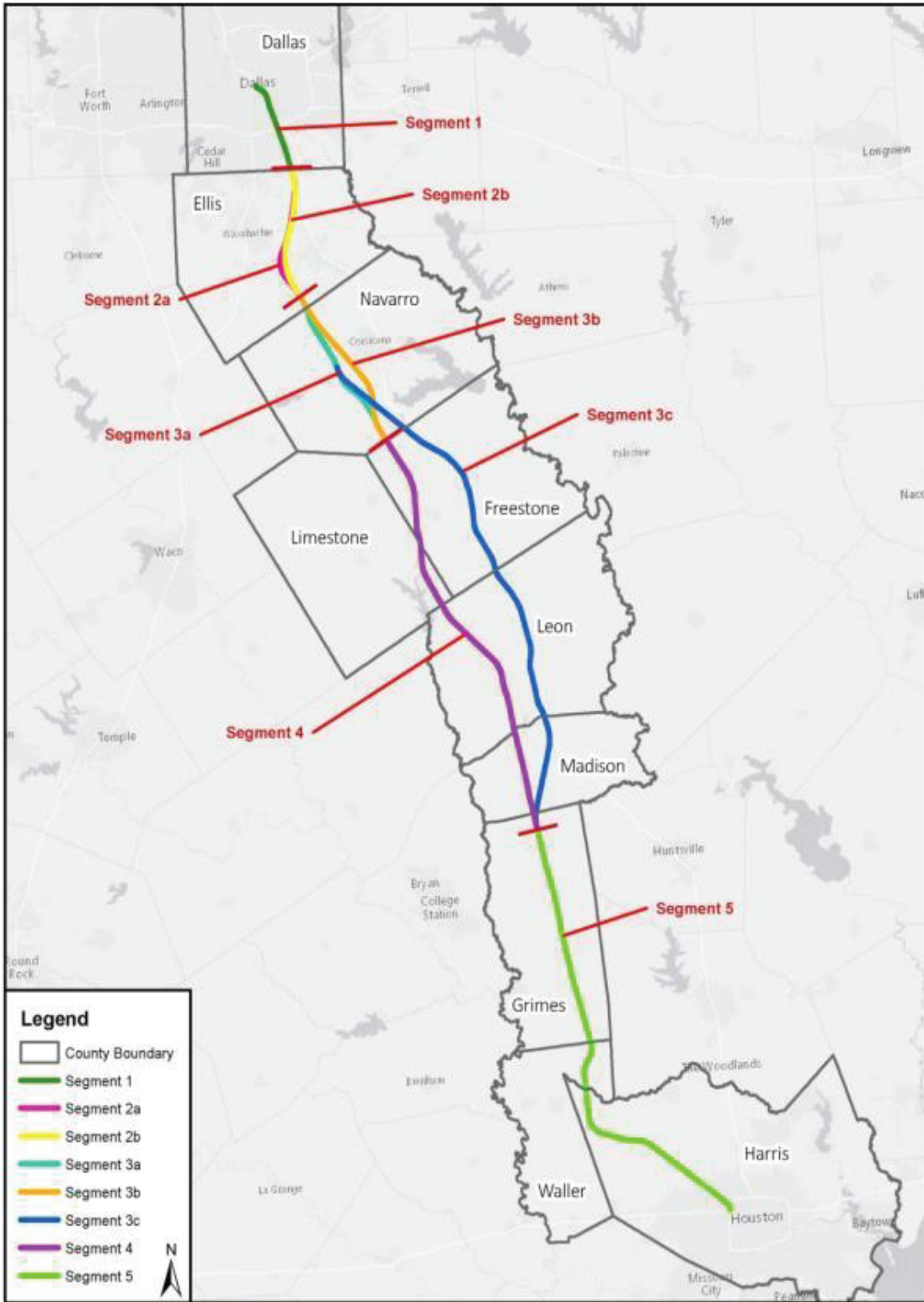


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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
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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

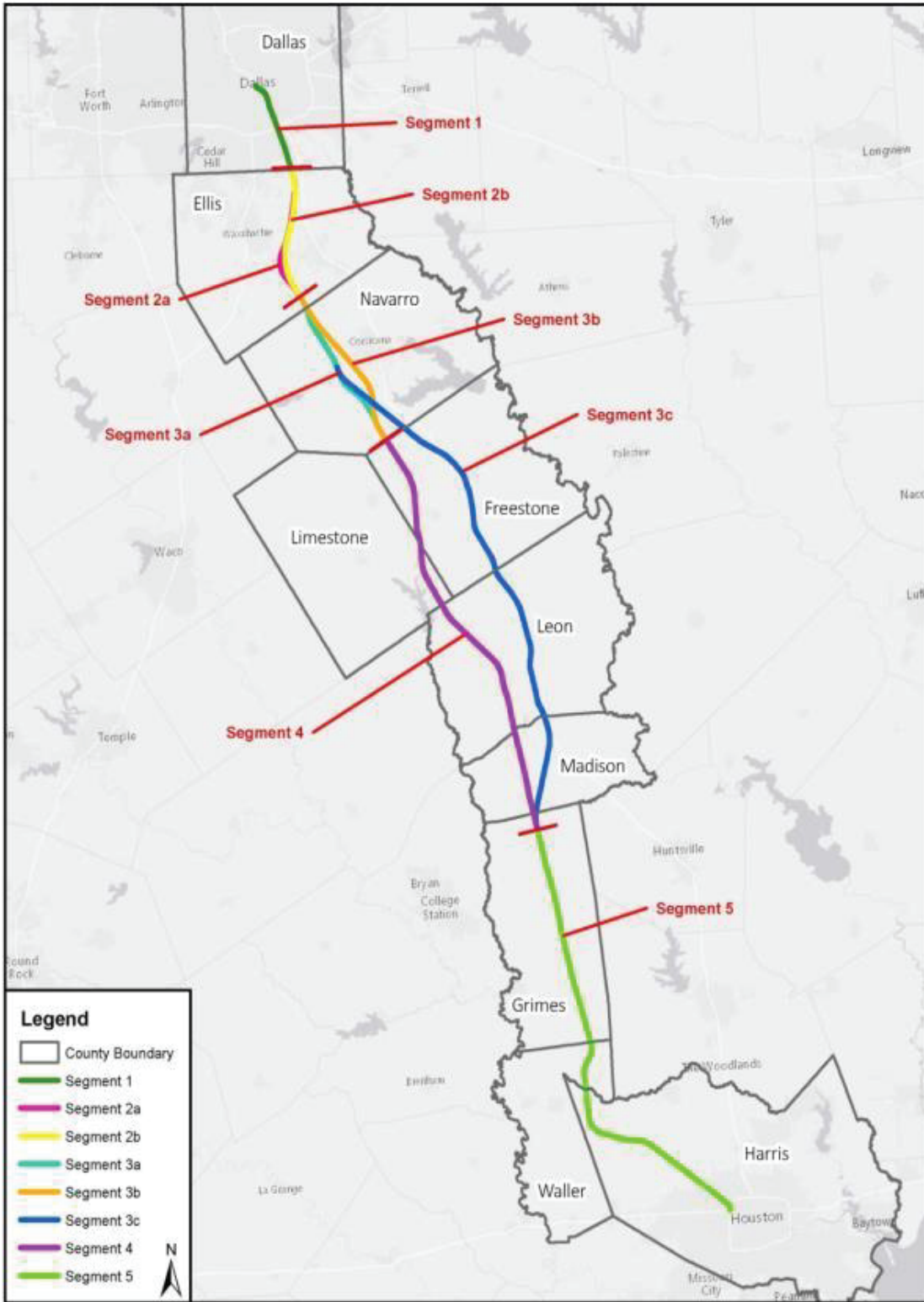


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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
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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



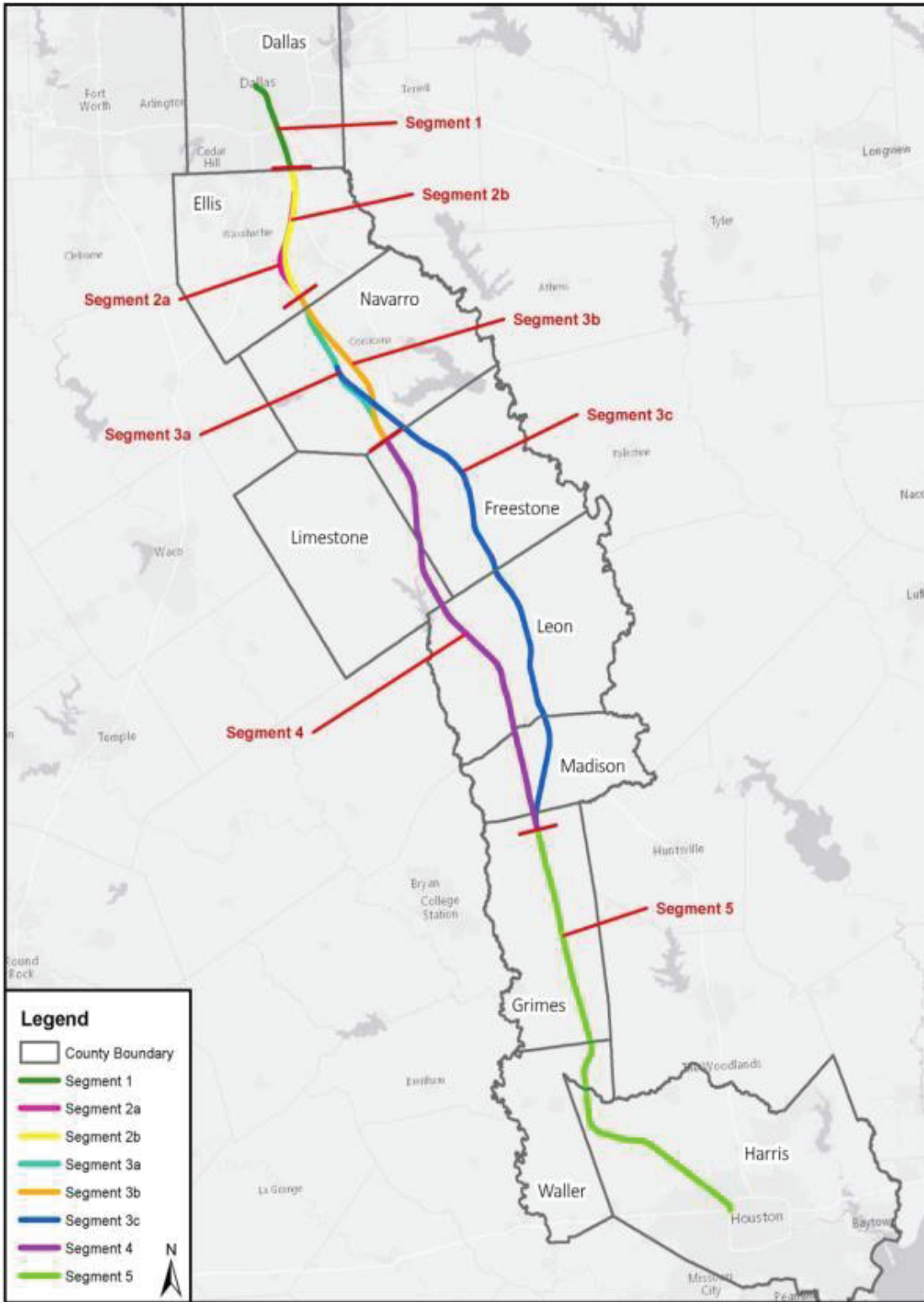


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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:

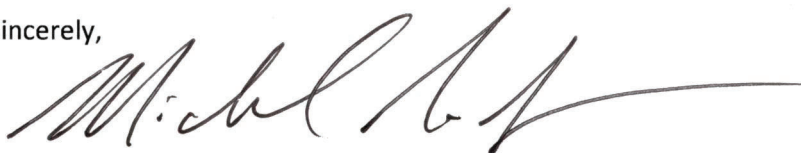
- View and download the Draft EIS (cultural resources can be found under tab 3 [text] and tabs 14, 15, and 16 [maps])
- Provide comments on the Draft EIS
- Find information on dates and locations of Draft EIS public hearings
- Locate a library near you to review a hard copy of the Draft EIS

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

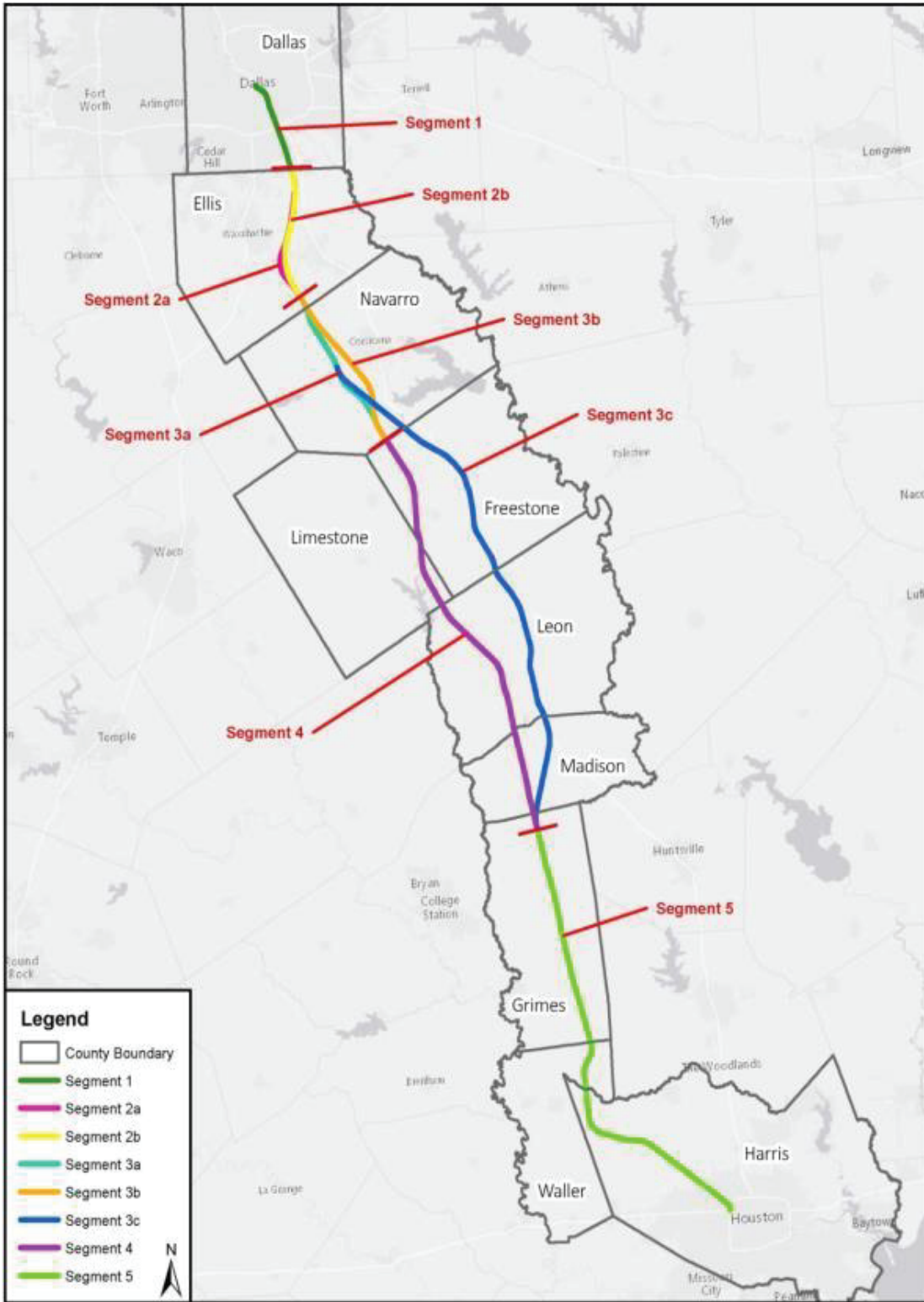


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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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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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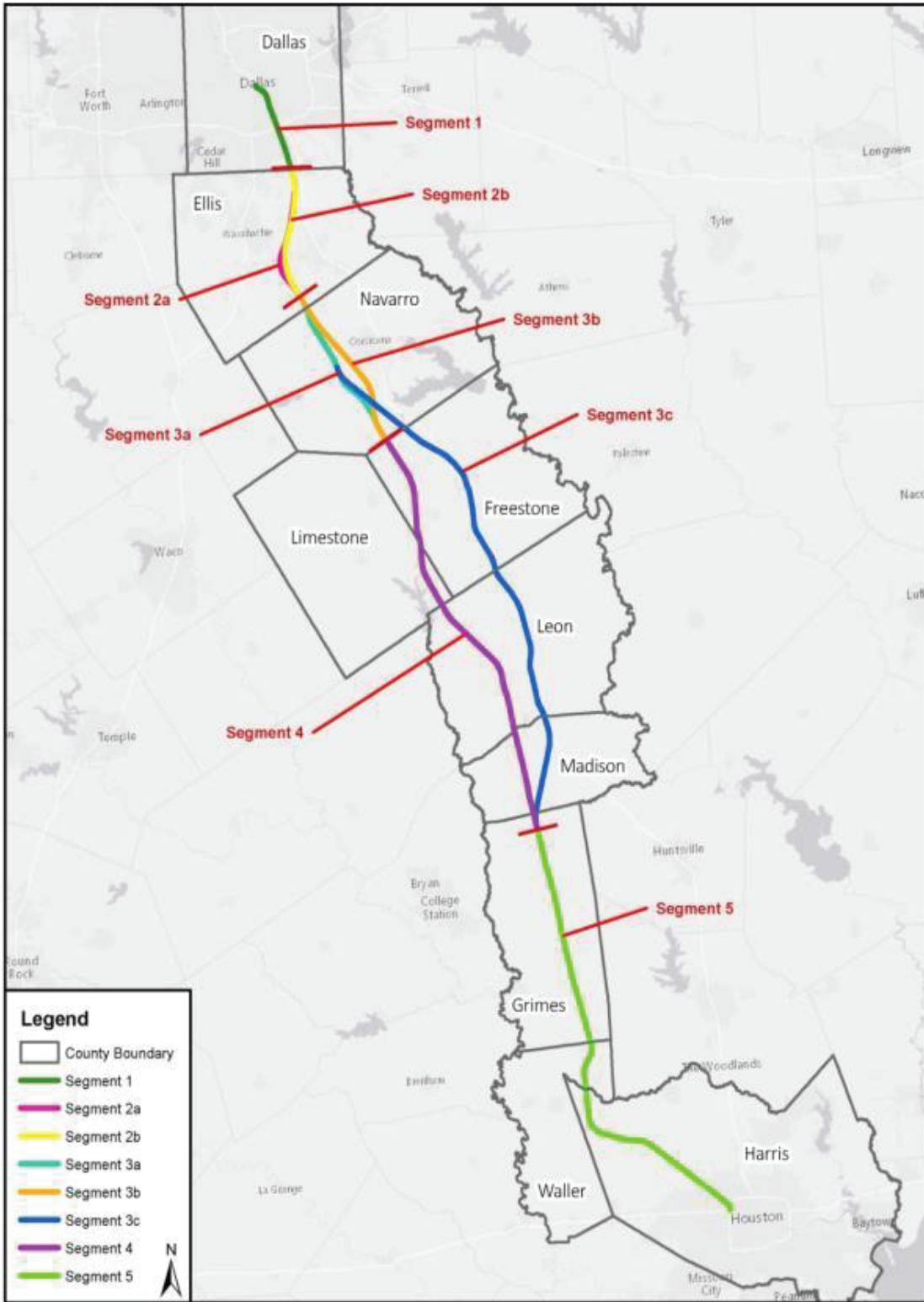


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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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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

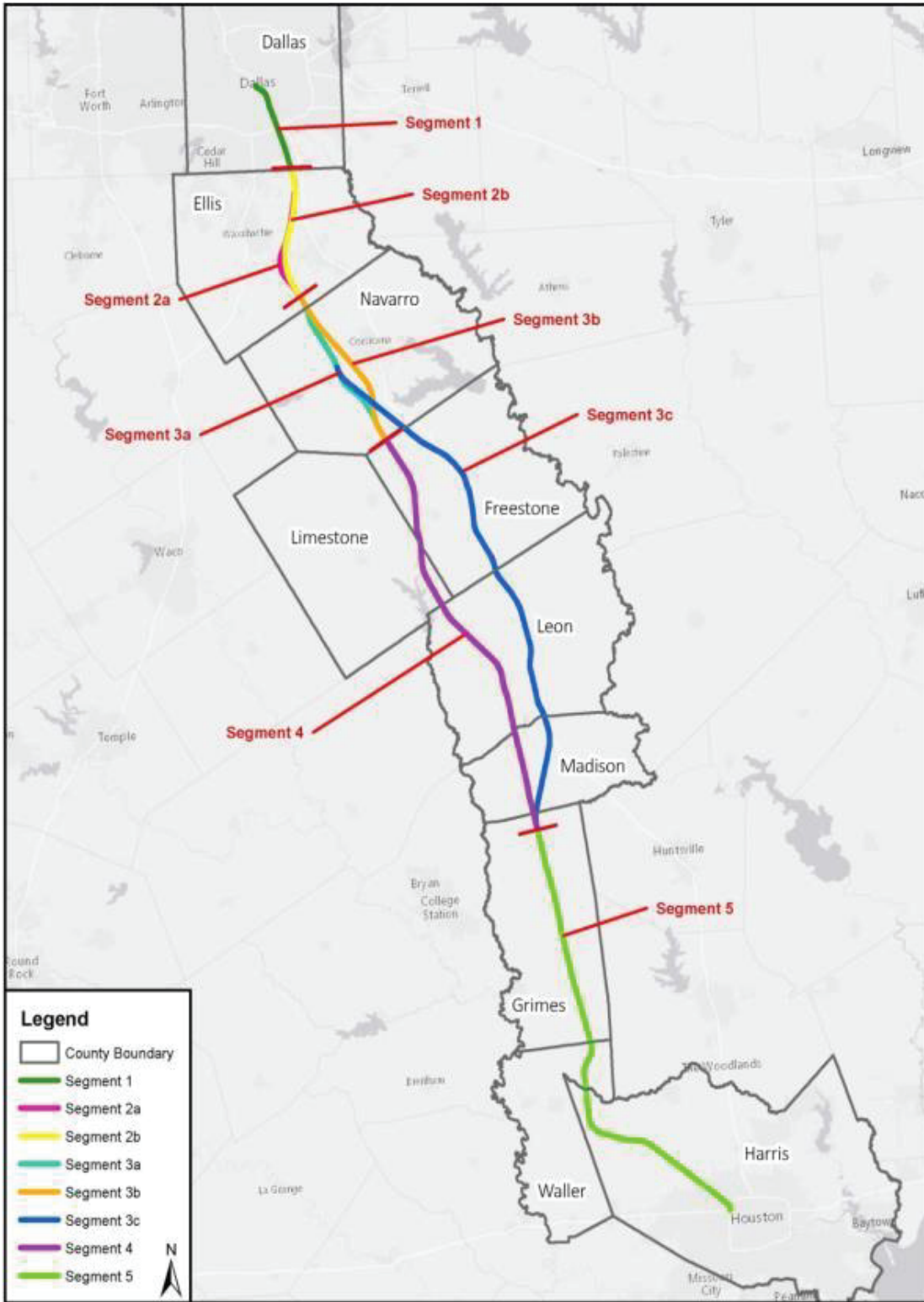


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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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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

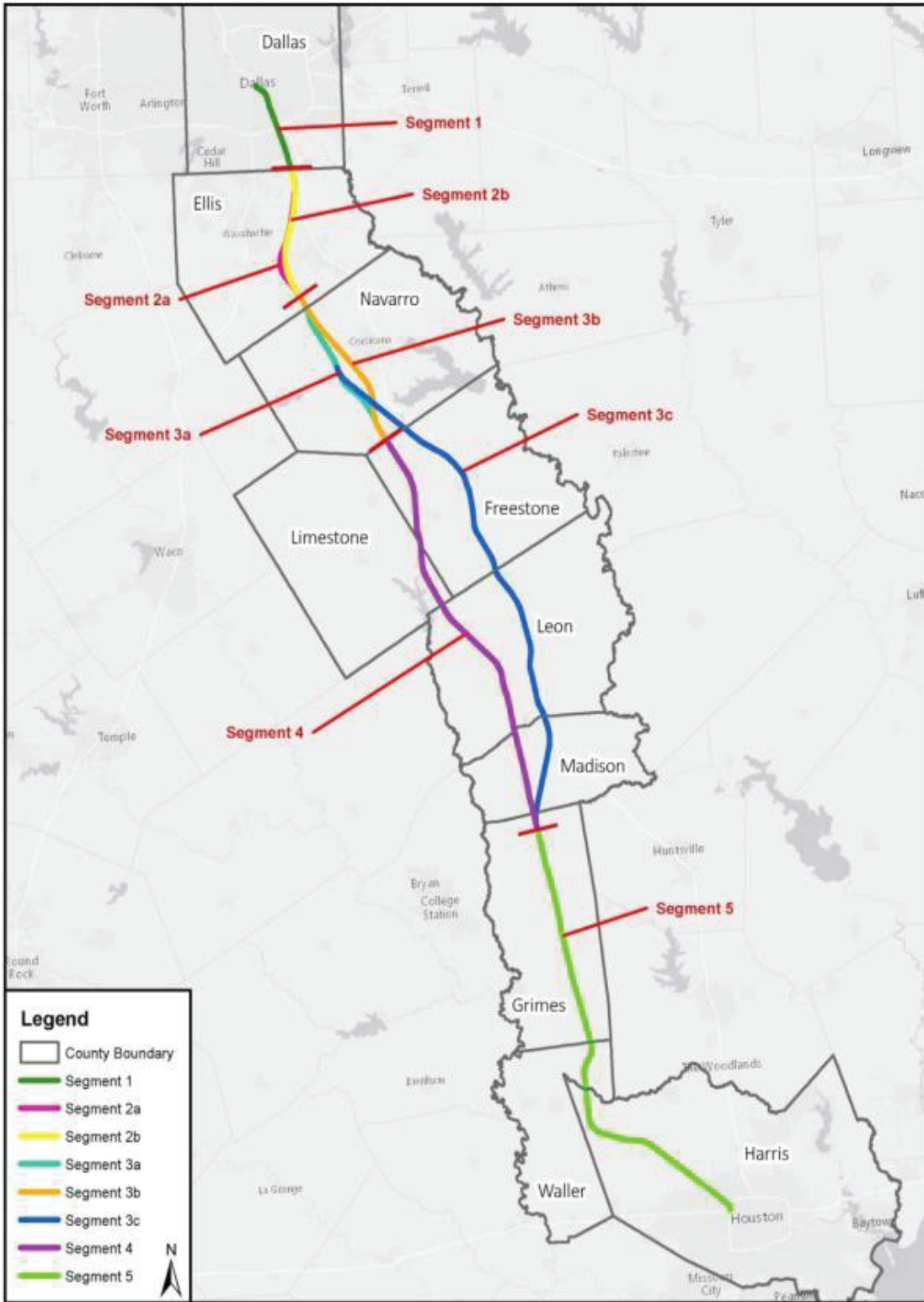


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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

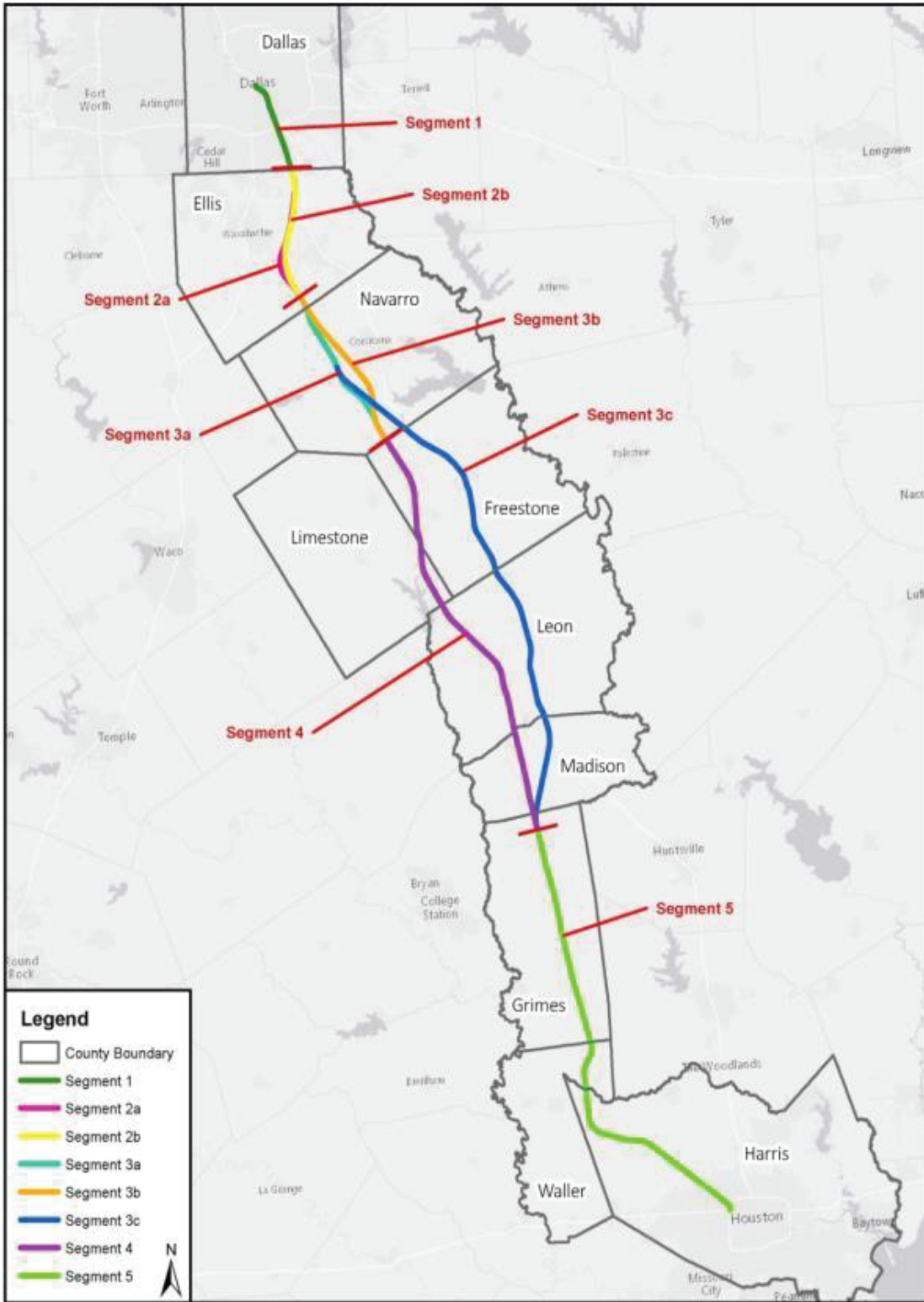


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





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
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Alternative C	1, 2a, 3c, 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.

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Michael Johnsen  
Supervisory Environmental Protection Specialist  
Federal Railroad Administration

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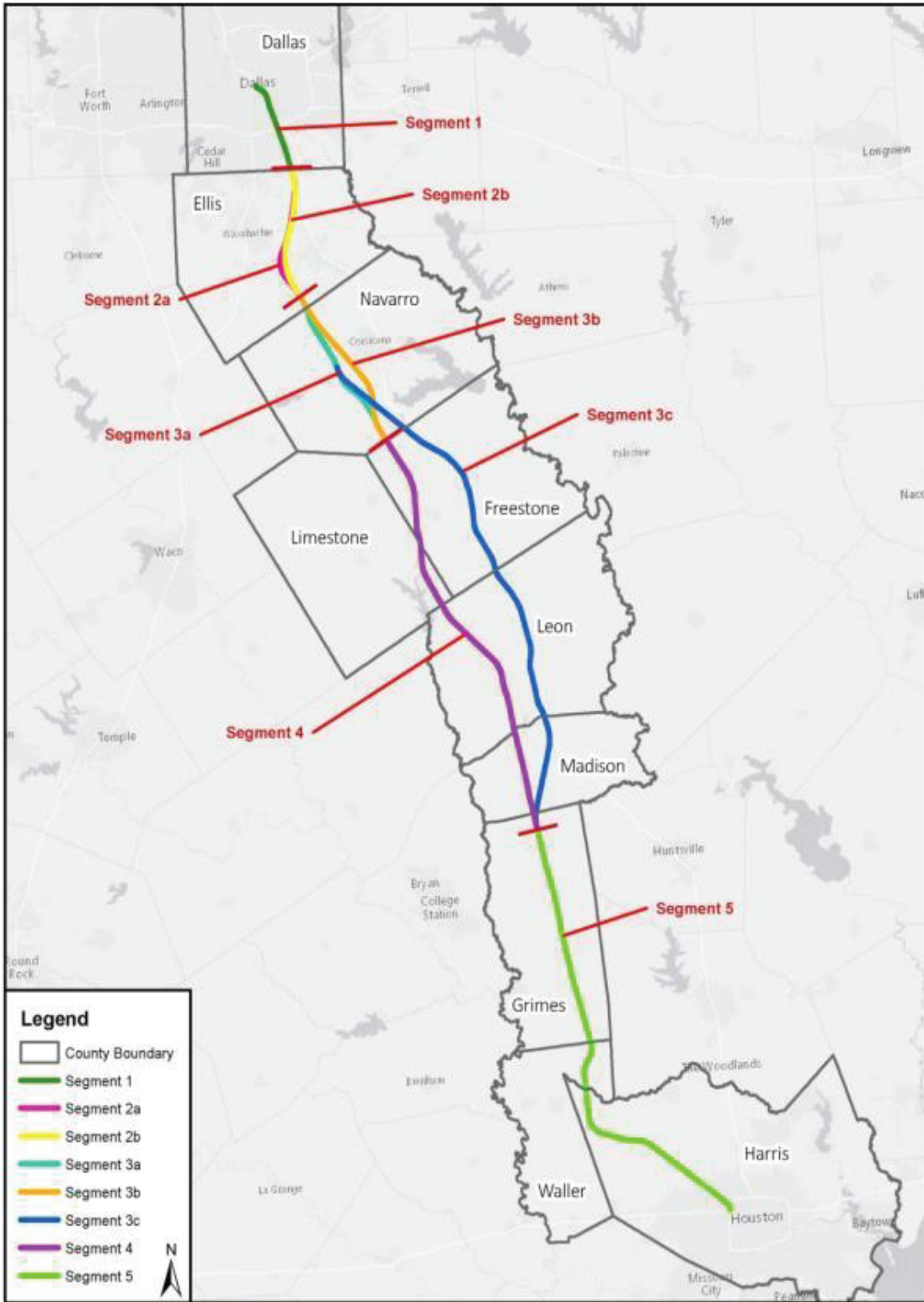


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

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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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

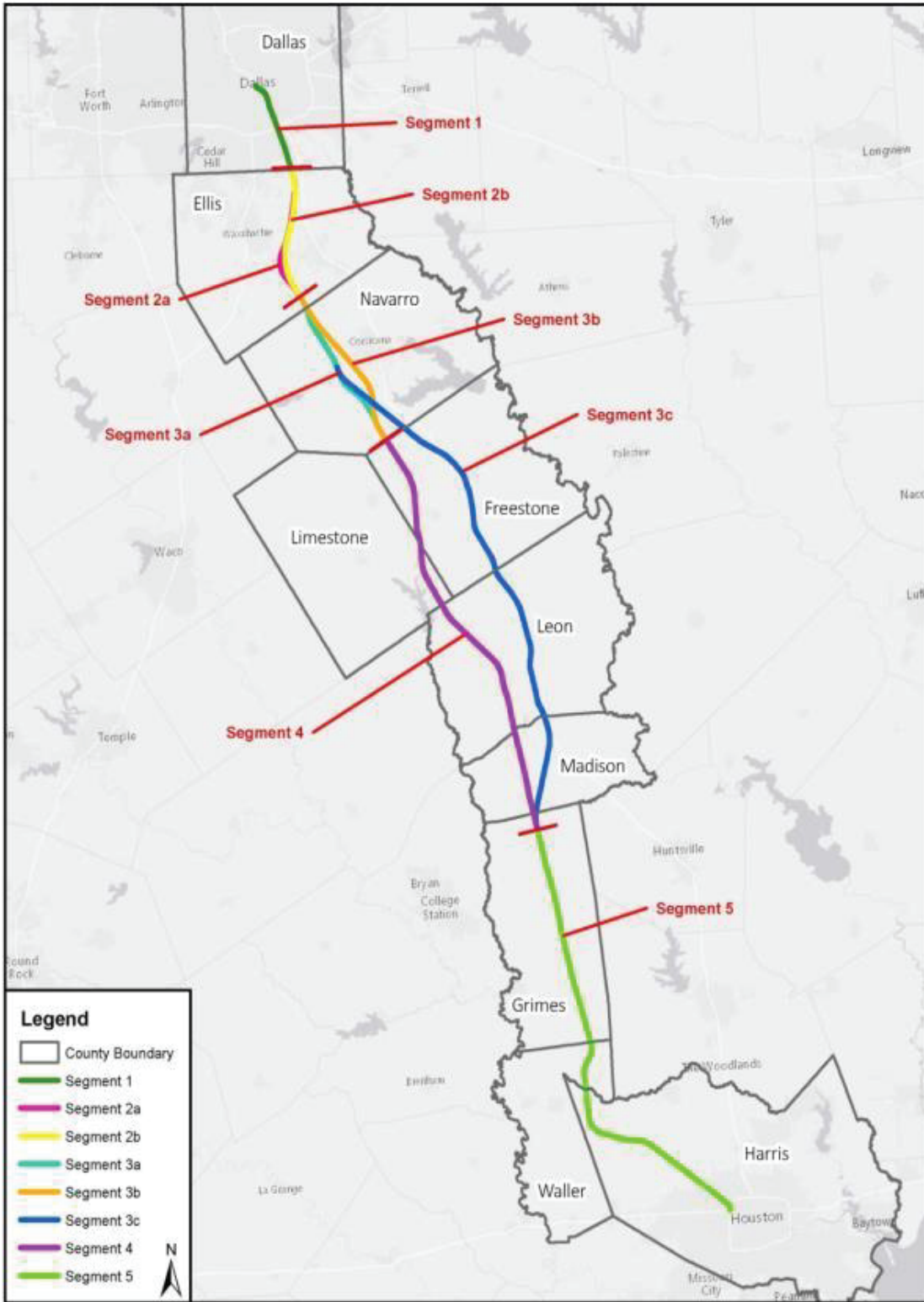


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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:

- 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



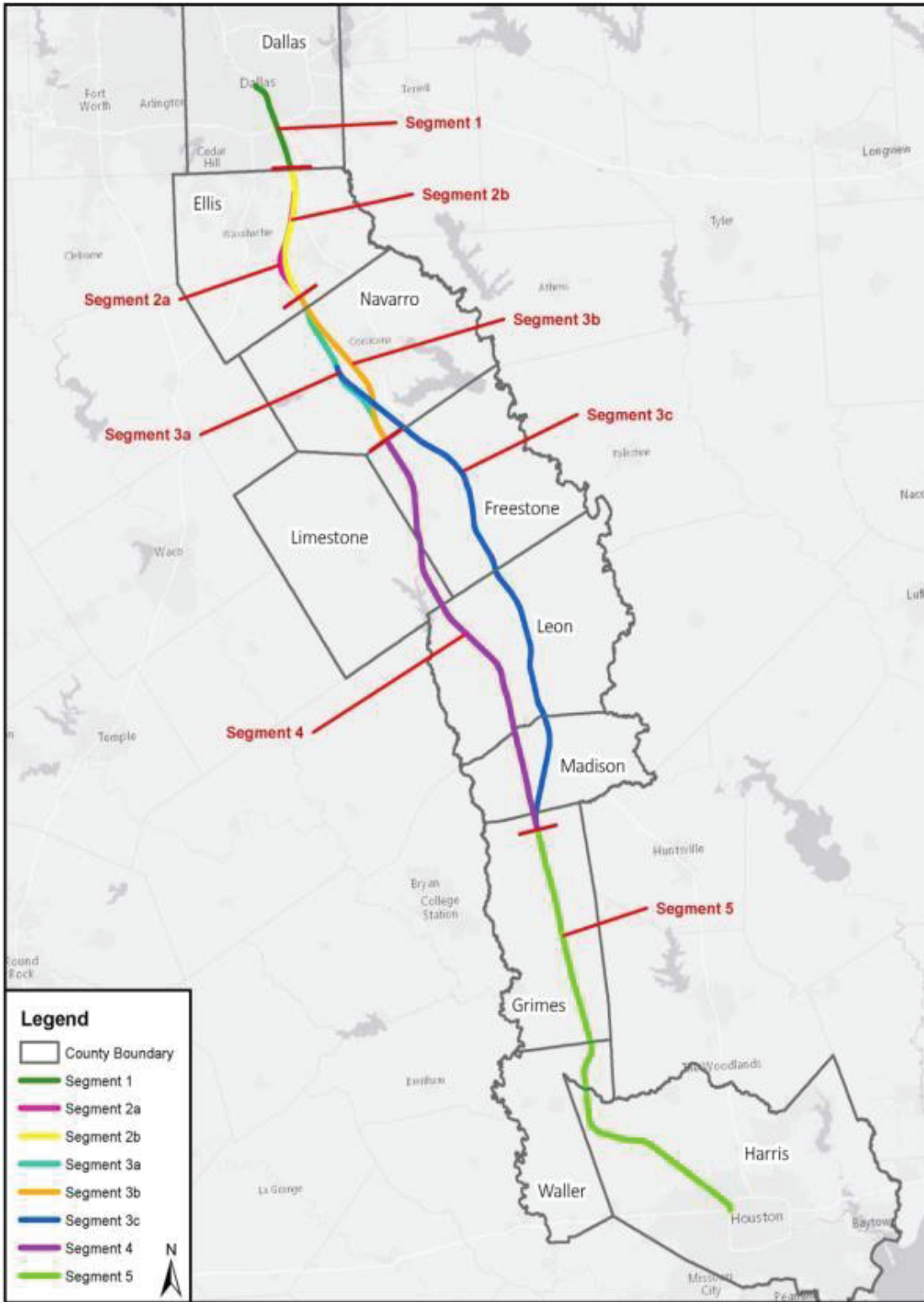


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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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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

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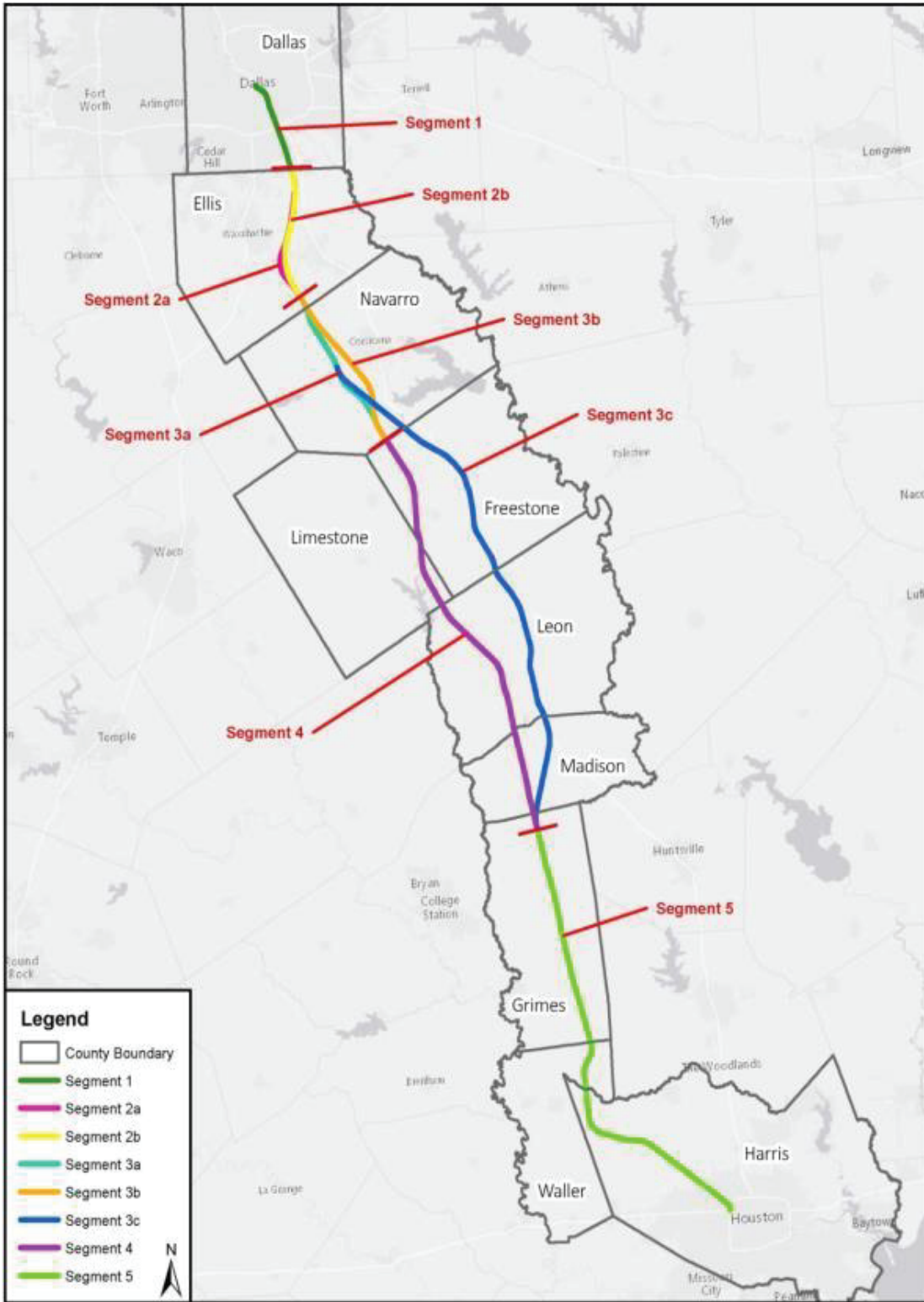


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Mr. 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

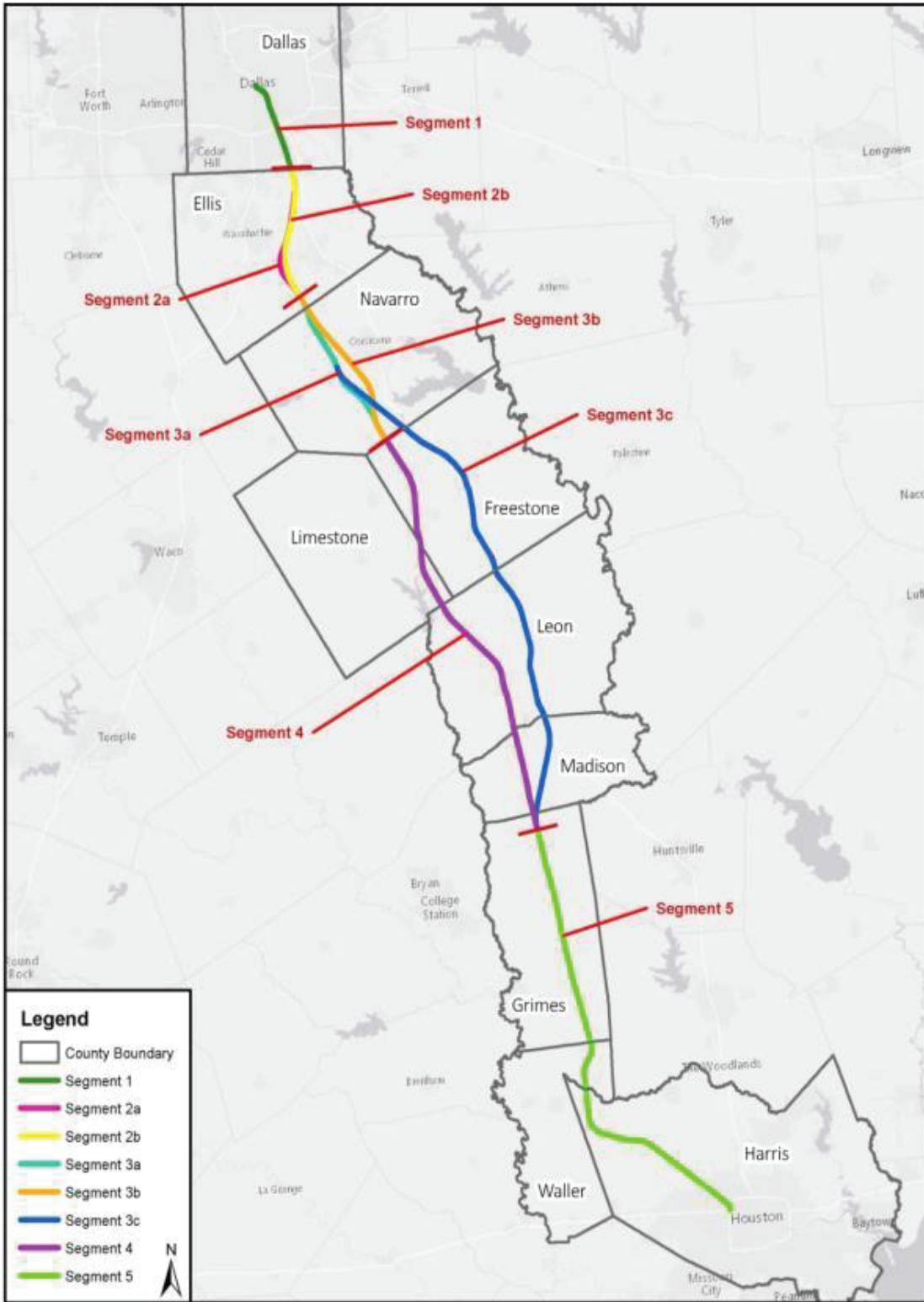


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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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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

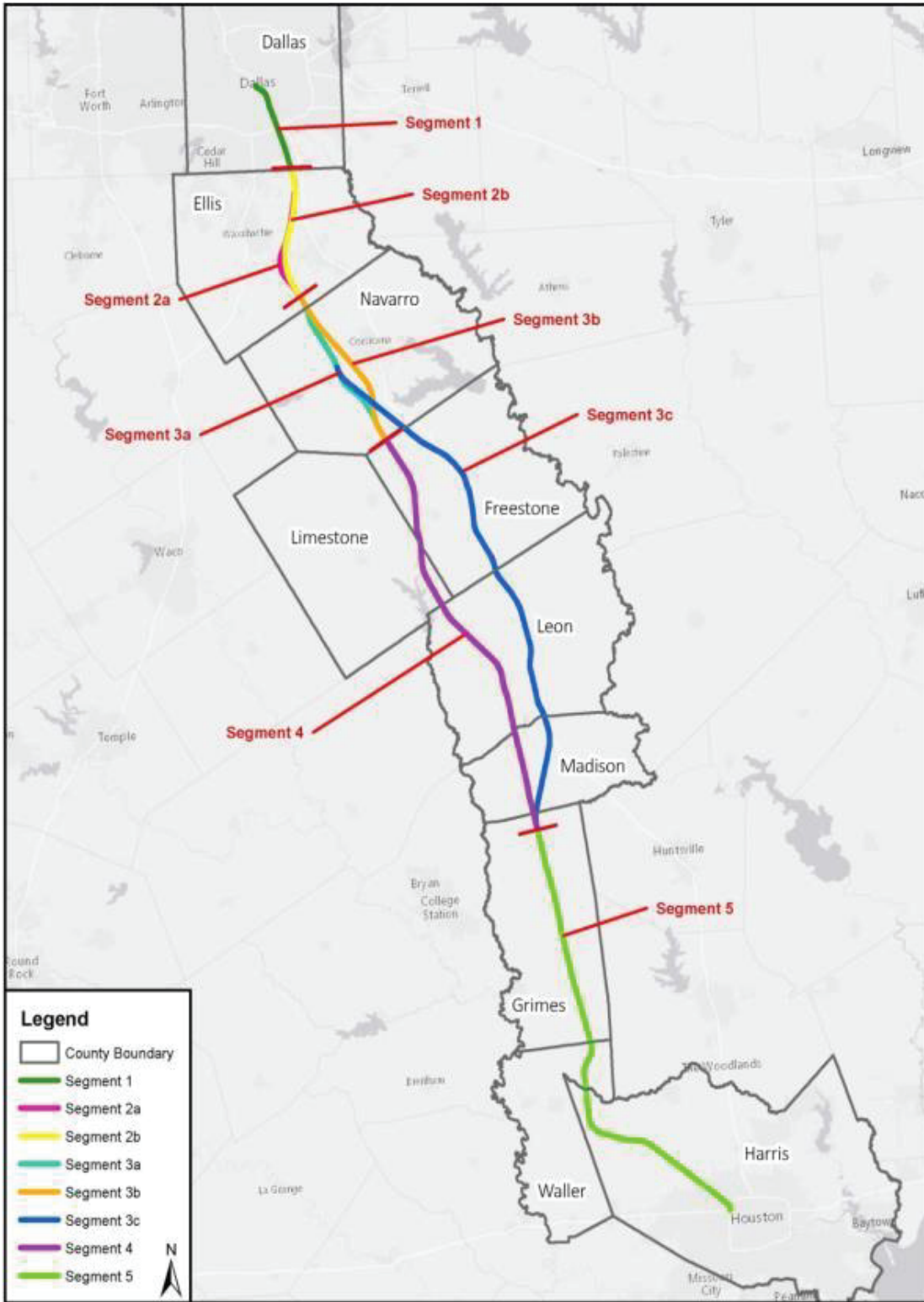


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

January 25, 2018

Ms. 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

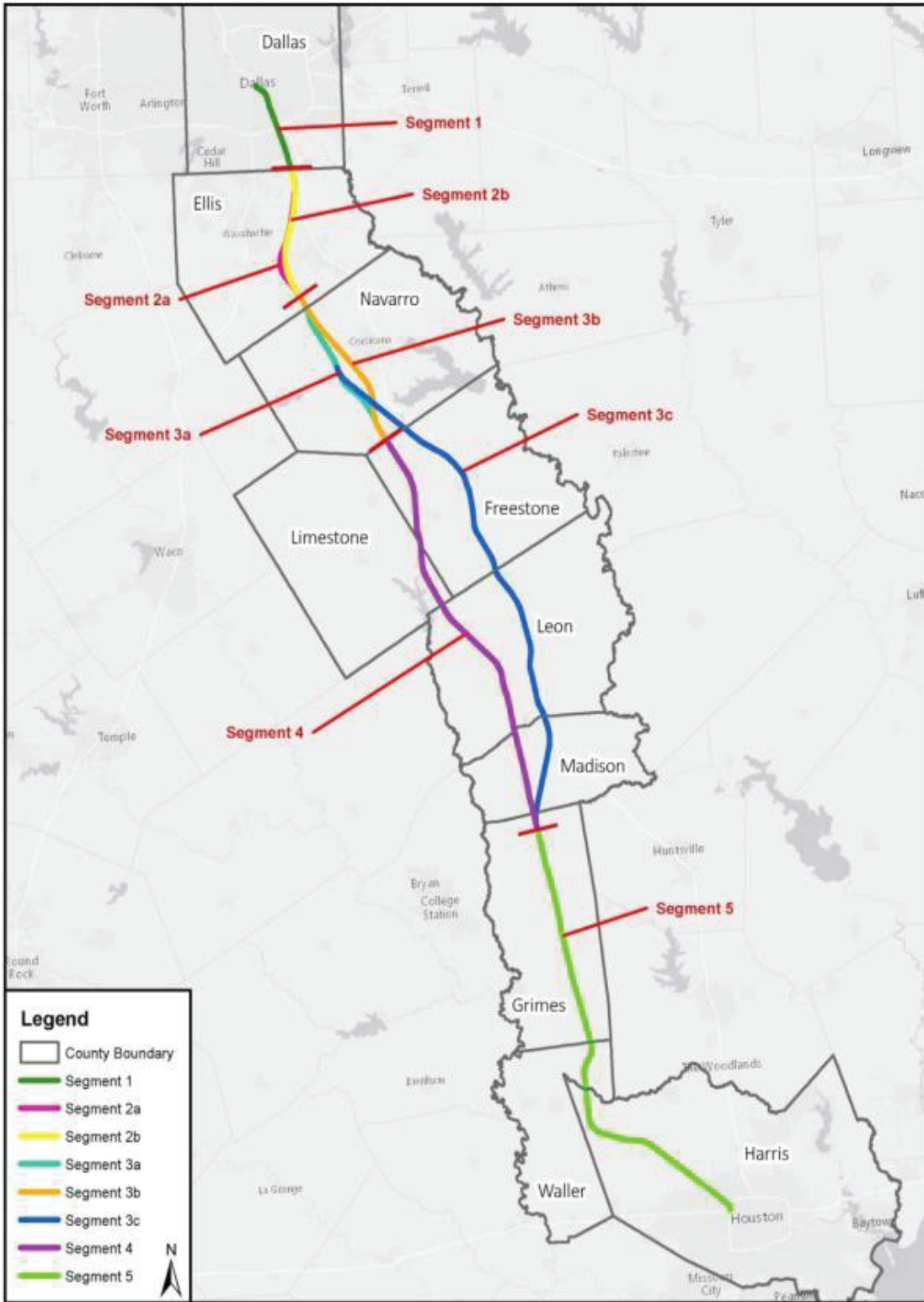


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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
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  
Federal Railroad Administration

Attachment: Map

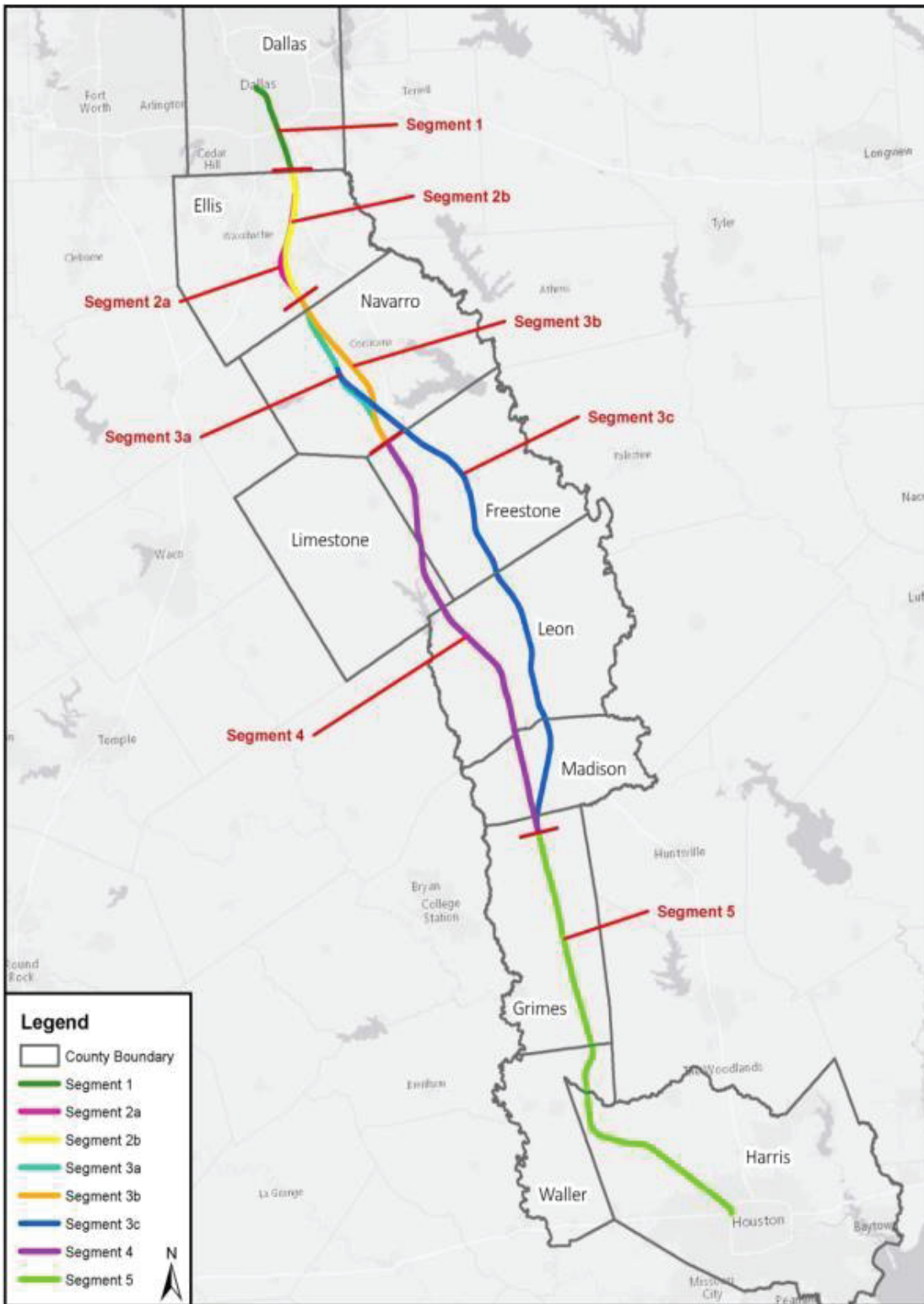


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.





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
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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

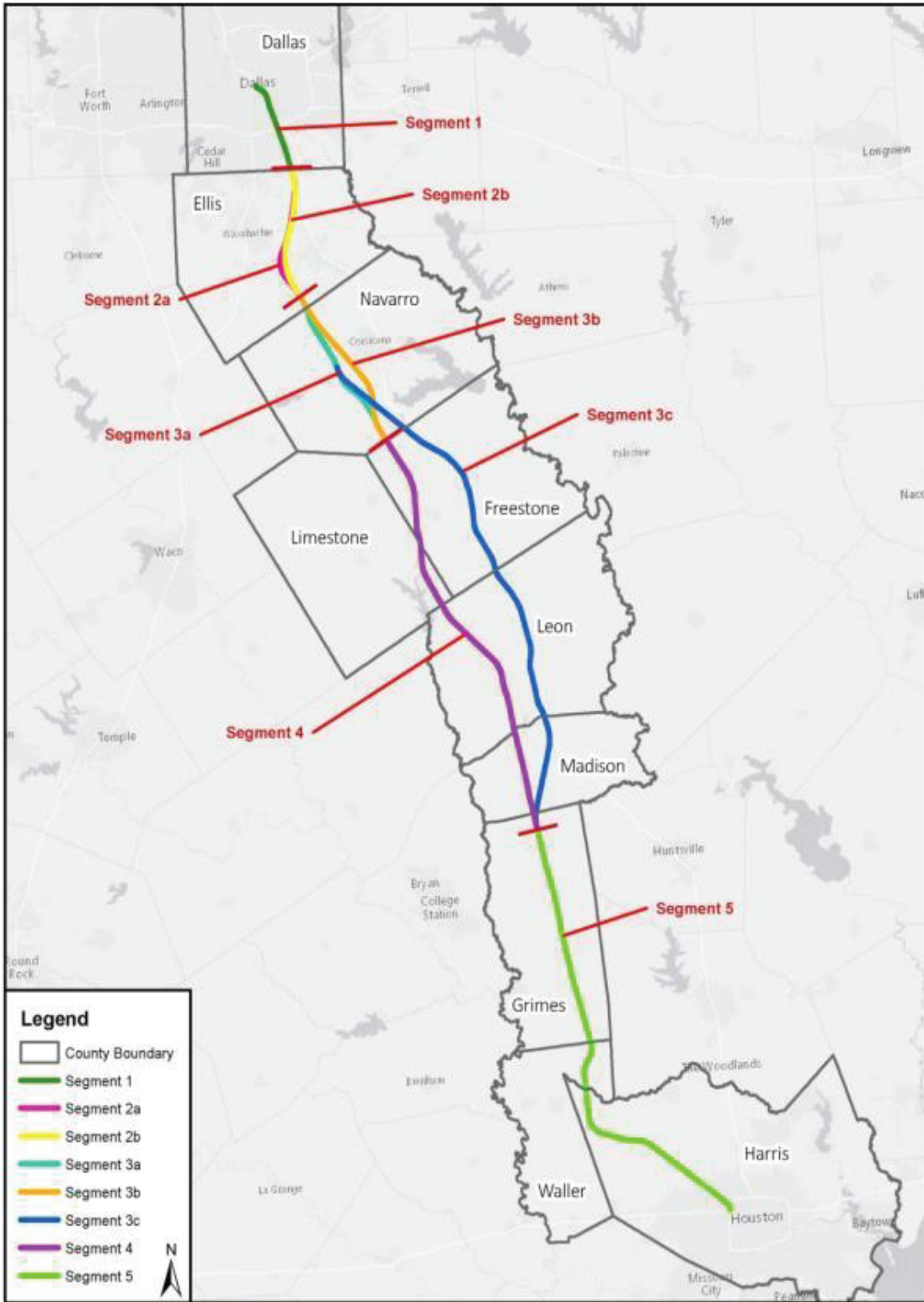


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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

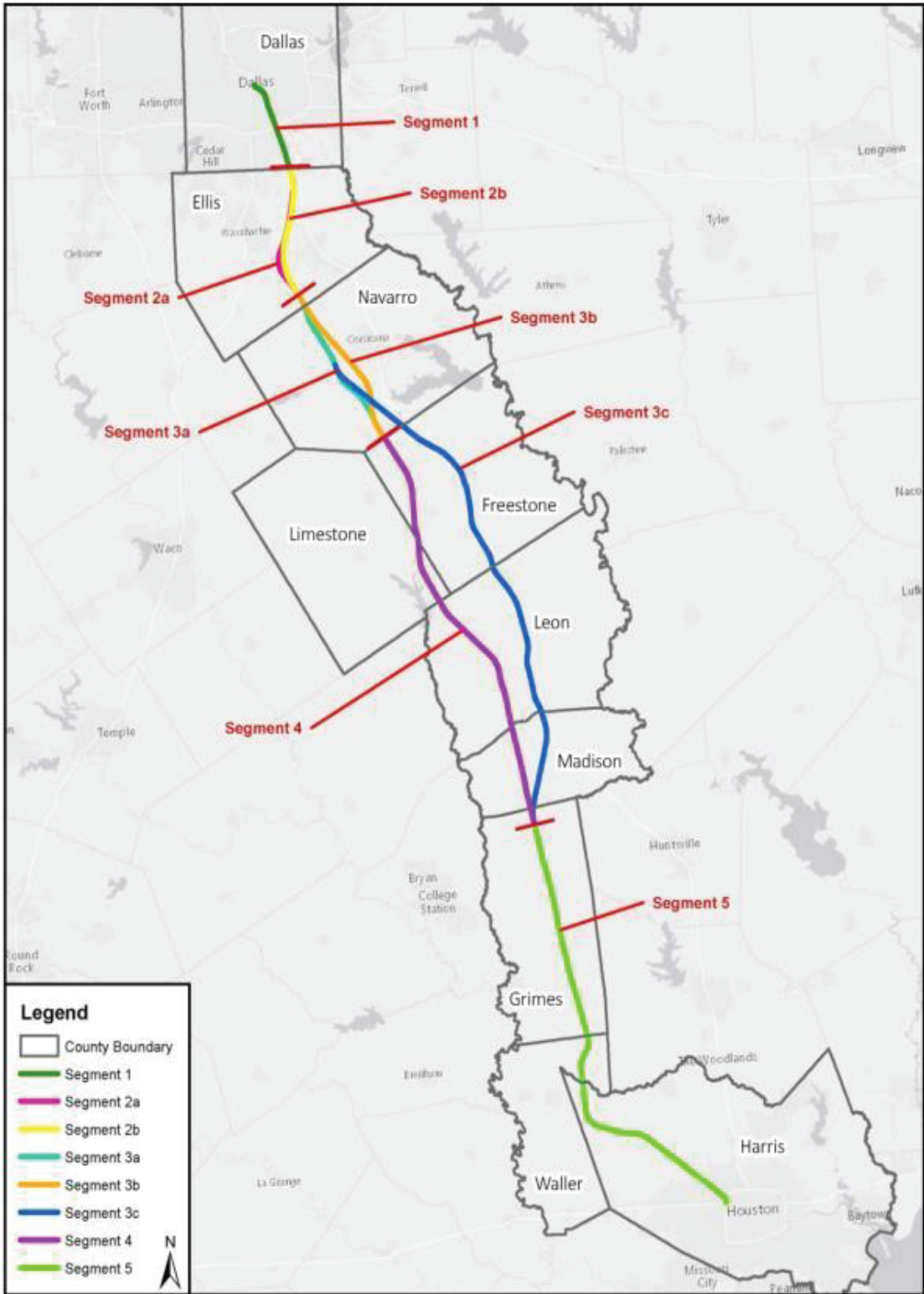


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.



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:

- 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



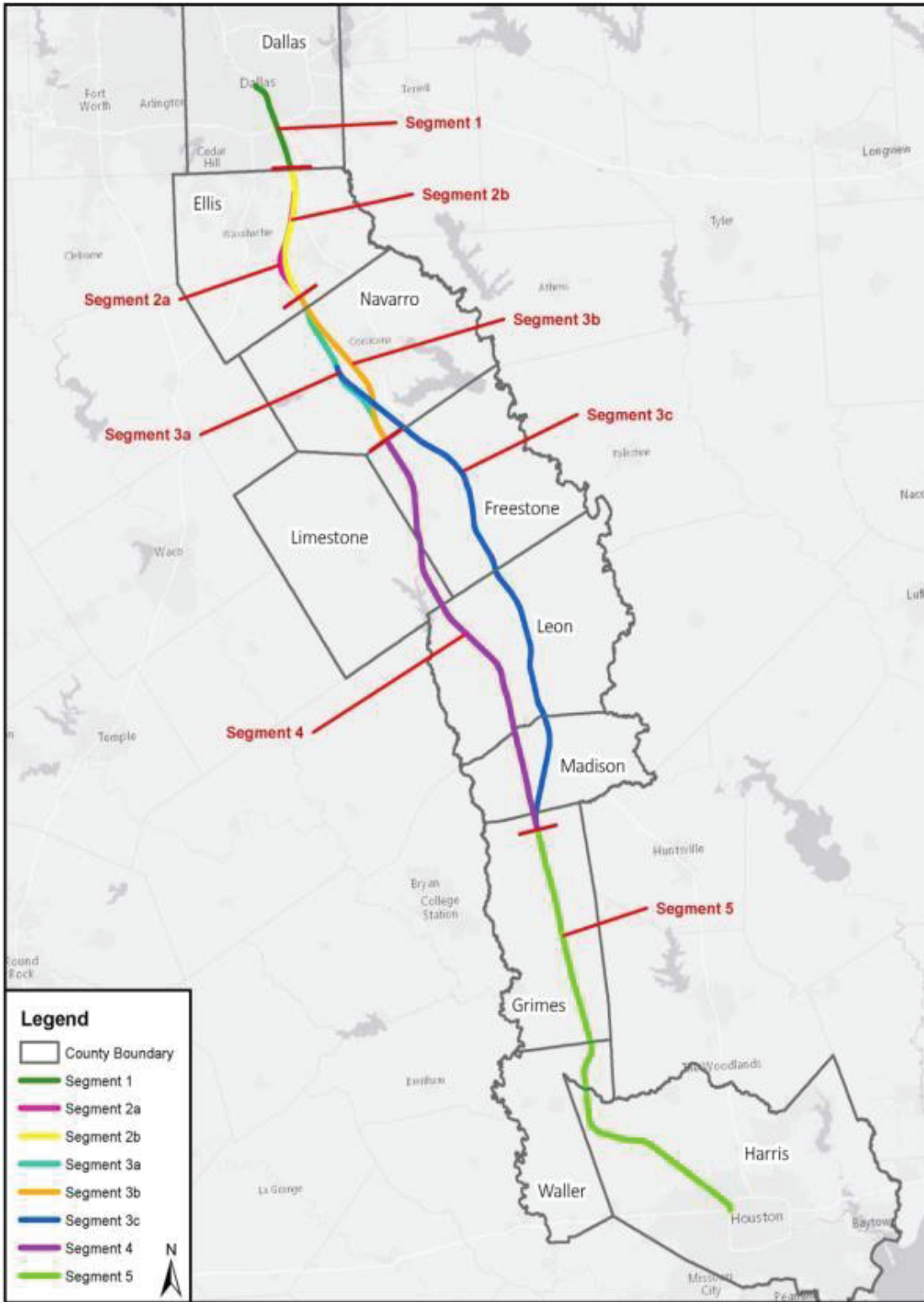


Figure 1: HSR six end-to-end Build Alternatives showing segment locations.

## McDougall, Tanya

---

**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)



This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

## McDougall, Tanya

---

**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.

## McDougall, Tanya

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**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@tribaladminsivices.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@tribaladminsivices.org](mailto:kellie@tribaladminsivices.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***



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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

# 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

---

**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

---

**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



## **Appendix E**

### **Section 106 Consulting Parties**

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**Section 106 Consulting Parties**

<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
Advisory Council on Historic Preservation	Christopher Wilson	cwilson@achp.gov	X		X	
Advisory Council on Historic Preservation	Sarah Stokely	sstokely@achp.gov		X	X	X
Texas Central Railway	Bill Tucker	btucker@texascentral.com				X
Texas Central Railway	Steve Andersen	sandersen@texascentral.com				X
Federal Highway Administration	Catherine Dobbs	catherine.dobbs@dot.gov			X	
Texas Historical Commission	Mark Wolfe SHPO	mark.wolfe@thc.state.tx.us	X		X	
Texas Historical Commission	Bill Martin	bill.martin@thc.texas.gov			X	X
Texas Historical Commission	Rebecca Shelton	rebecca.shelton@thc.texas.gov		X	X	X
Texas Historical Commission	Justin Kockritz	justin.kockritz@thc.texas.gov		X	X	X
Texas Historical Commission	Elizabeth Brummett	elizabeth.brummett@thc.texas.gov		X	X	X
Texas Historical Commission	Lydia Woods	lydia.woods@thc.texas.gov		X	X	
Texas Historical Commission	Christopher Myers	christopher.myers@thc.texas.gov				
USACE, Fort Worth District	Darvin Messer	darvin.messer@usace.army.mil	X	X	X	X
USACE, Fort Worth District	Jimmy Barrera Regulatory Archaeologist	james.e.barrera@usace.army.mil	X	X	X	
USACE, Fort Worth District	Leslie Crippen	leslie.a.crippen@usace.army.mil			X	
USACE, Fort Worth District	Jennifer Walker	jennifer.r.walker2@usace.army.mil		X	X	X

<b>Section 106 Consulting Parties</b>						
<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
USACE, Fort Worth District	Stephen Brooks	stephen.brooks@usac.army.mil		<b>X</b>	<b>X</b>	
USACE, Fort Worth District	Chandler Peter	chandler.j.peter@usace.army.mil			<b>X</b>	
USACE, Fort Worth District	Joseph Murphey	joseph.s.murphey@usace.army.mil			<b>X</b>	
USACE, Fort Worth District	Jason Story	jason.e.story@usace.army.mil			<b>X</b>	
USACE, Fort Worth District	Randall Merchant	rancall.c.merchant@usace.army.mil			<b>X</b>	
USACE, Galveston District	Felicity Dodson Regulatory Project Manager	felicity.a.dodson@usace.army.mil	<b>X</b>	<b>X</b>	<b>X</b>	
USACE, Galveston District	Jerry Androy Regulatory Archaeologist	jerry.l.androy@usace.army.mil	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
USACE, Galveston District	Mark Newman	mark.newman@usace.army.mil				<b>X</b>
USACE, Galveston District	Katharine Talbot	katharine.s.talbot@usace.army.mil		<b>X</b>	<b>X</b>	
Texas Department of Transportation	Mark Werner	mark.werner@txdot.gov		<b>X</b>	<b>X</b>	
Texas Department of Transportation	Sue Theiss	sue.theiss@txdot.gov		<b>X</b>	<b>X</b>	
Texas Department of Transportation	Chad Coburn	chad.coburn@txdot.gov			<b>X</b>	
Texas Department of Transportation	Linda Henderson	linda.henderson@txdot.gov			<b>X</b>	<b>X</b>
Preservation Texas	Evan Thompson Executive Director	info@preservationtexas.org	<b>X</b>		<b>X</b>	
Historic Bridge Foundation	Kitty Henderson Executive Director	kitty@historicbridgefoundation.com	<b>X</b>		<b>X</b>	
Dallas County Historical Commission	Don Baynham	baynham@dcccd.edu	<b>X</b>		<b>X</b>	

**Section 106 Consulting Parties**

<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
Dallas County Historical Commission	Fred Durham, Chairman	fldurhamjr@gmail.com	X		X	
Dallas County Historical Commission	Richard Stewart	rgstewartjr@sbcglobal.net			X	
Preservation Dallas	David Preziosi Executive Director	director@preservationdallas.org	X		X	X
City of Dallas	Willis Winters Dallas Park and Recreation	willis.winters@dallascityhall.com	X		X	
Remembering Black Dallas	George Keaton, Jr. Executive Director	rbdallasinc@yahoo.com	X		X	
City of Lancaster	Bester Munyaradzi Planning Division	bmunyaradzi@lancaster-tx.com	X		X	X
University of Texas at Arlington	Kate Holliday Associate Professor	kholliday@uta.edu	X		X	
City of Ennis	Marty Nelson Economic Development District/CLG	mnelson@ennistx.gov	X	X	X	X
City of Ennis	Becky McCarty Ennis Main Street Program Manager	bmccarty@ennistx.gov	X		X	
City of Ennis Historic Landmark Commission	Ross Massengill Chairman	ross.massengill@ennistexas.gov	X		X	
Ellis County Historical Commission	Rex Carey	rjcarey1@gmail.com	X		X	X
Ellis County Historical Commission	Sylvia Stanford-Smith Chairperson	sylsmithro@att.net	X		X	
City of Waxahachie	Anita Brown Simpson HPO	abrown@waxahachie.com	X	X	X	X

<b>Section 106 Consulting Parties</b>						
<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
Boren Reagor Springs Historical Society	Nancy Boren Solohubow President	nancysolo47@yahoo.com	X		X	X
City of Corsicana	Karie Denny Main Street Manager/HPO	kdenny@ci.corsicana.tx.us	X		X	
Navarro County Historical Commission	Bruce McManus Chairman	bmcmanus@nctv.com	X		X	
Navarro County Historical Commission	Mary Jane McReynolds Chair	mmcreyno@austincc.edu	X	X	X	
Freestone County Historical Commission	Brad Pullin Chairman	borger52@aol.com	X		X	
Limestone County Historical Commission	William Reagan	mail@limestonechc.com	X		X	
Limestone County Historical Commission	Dixie Hoover	hooverdf@aol.com			X	X
Leon County Historical Commission	Charlcie Casey	mawcasey@hotmail.com	X		X	
Leon County Historical Commission	Ray Gaskin Chairman	gaskin47@icloud.com	X		X	
Leon County Judge	Honorable Byron Rider	tammy.sanders@co.leon.tx.us			X	
Madison County Historical Commission	Bonne Hendrix	bonneh@sbcglobal.net	X	X	X	X
Madison County Historical Commission	Clark Osborne					X



<b>Section 106 Consulting Parties</b>						
<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
Madison County Historical Commission	Sonny Knight	jstewart@knightfirm.com	X		X	
Grimes County Historical Commission	Denise Upchurch	r.upchurch@bediasbank.com	X		X	
Grimes County Historical Commission	Russell Cushman Chairman	rcush403@aol.com	X		X	
Grimes County Historical Commission	Joe Fultz Vice Chairman	joe@tpfinc.com	X	X	X	
Grimes County Historical Commission	Al Peeler	al.peeler@grimescountytexas.gov			X	X
Grimes County Historical Commission	Vanessa Burzynski	Vanesa.burzynski@grimescountytexas.gov			X	X
Grimes County Historical Commission	Joe Fauth	joe.fauth@grimescountytexas.gov				
Waller County Historical Commission	Truett Bell	truettbell@consolidated.net	X		X	
	Rick Welch	mrprspctor@aol.com	X	X	X	X
Harris County Historical Commission	Janet Wagner Chairperson	hhc.janet@gmail.com	X		X	
Harris County Historical Commission	Charles Duke President	dukelow1@sbcglobal.net			X	
City of Houston	Diana DuCroz HPO	planningdepartment@houstontx.gov	X		X	
City of Houston	Kareem Heshman					X

**Section 106 Consulting Parties**

<b>Organization</b>	<b>Contact</b>	<b>Primary Method of Contact</b>	<b>Letter of Invitation (5/14/18)</b>	<b>Consulting Party Meeting #1 (5/31/18)</b>	<b>Letter of Invitation (10/14/19)</b>	<b>Consulting Party Meeting #2 (11/7/19)</b>
Houston Mod	Steven Curry Board President	info@houstonmod.org	X		X	
Preservation Houston	Deborah Keyser President	contact@preservationhouston.org	X		X	
Preservation Houston	David Bush Executive Director	dbush@preservationhouston.org	X	X	X	
National Trust for Historical Preservation (Houston)	Meg Lousteau					X

## **Appendix F**

**State Antiquities Landmark Nomination Form**

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# TEXAS HISTORICAL COMMISSION

## STATE ANTIQUITIES LANDMARK NOMINATION FORM

### 1. Property Name

Name of Property or Archeological Site/Trinomial \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ County \_\_\_\_\_

### 2. Ownership (check all that apply)

**Public**

- Nomination prepared by property owner
- Nomination prepared by third party (indicate relationship to owner \_\_\_\_\_)
- Nomination prepared by Texas Historical Commission

**Private**

- Nomination prepared by property owner
- Nomination prepared by third party (indicate relationship to owner \_\_\_\_\_)
- Nomination prepared by Texas Historical Commission

### 3. Property Type & Significance (check all that apply)

**Archeological**

- Historic
- Prehistoric

**Criteria for Archeological Sites (check all that apply)**

- 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;
- 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;
- The site possesses unique or rare attributes concerning Texas prehistory and/or history;
- The study of the site offers the opportunity to test theories and methods of preservation, thereby contributing to new scientific knowledge; and
- 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.

**Shipwreck**

**Criterion for Shipwrecks:**

- The shipwreck is located on land owned or controlled by the State of Texas or one of its political subdivisions; the shipwreck is pre-twentieth century or is otherwise historically significant and is 50 years old or older in age; the remains consist of a shipwreck sunken, abandoned, or a wreck of the sea, or are represented by the ship's remains and/or contents or related embedded treasure.

**Cache / Collection**

**Criteria for Caches / Collections (check all that apply)**

- The cache or collection was assembled with public funds or taken from public lands;
- The preservation of materials is adequate to allow the application of standard archeological or conservation techniques;
- The cache or collection is of research value, thereby contributing to scientific knowledge; or
- The cache or collection is of historic value or contributes to a theme.

*Continued on next page*

**Buildings, structures, objects, districts, and non-archeological sites** (check all that apply)

- Building (must be listed in National Register of Historic Places)
  - Individually listed
  - Contributes to significance of a listed district
- Structure (must be listed in National Register of Historic Places)
  - Individually listed
  - Contributes to significance of a listed district
- Site
- Object
- District (must be listed in the National Register of Historic Places if buildings or structures are included)

**Criteria for buildings, structures, non-archeological sites, objects** (check all that apply):

- The property is associated with events that have made a significant contribution to the broad patterns of our history, including importance to a particular cultural or ethnic group;
- The property is associated with the lives of persons significant in our past;
- The property embodies the distinctive characteristics of a type, period, or method of construction, represents the work of a master, possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction;
- The property has yielded, or may be likely to yield, information important in Texas culture or history;

**4. Geographic Data**

**Archeological properties (including shipwrecks)**

UTM Zone \_\_\_\_\_ NAD datum \_\_\_\_\_

NE Corner Easting \_\_\_\_\_ Northing \_\_\_\_\_

SE Corner Easting \_\_\_\_\_ Northing \_\_\_\_\_

SW Corner Easting \_\_\_\_\_ Northing \_\_\_\_\_

NW Corner Easting \_\_\_\_\_ Northing \_\_\_\_\_

Site Centroid Easting \_\_\_\_\_ Northing \_\_\_\_\_

- USGS quad name and number \_\_\_\_\_
- Acreage of nominated property \_\_\_\_\_
- Attach USGS map with boundary and UTM coordinates or shapefiles

**Description of Site**

Location: \_\_\_\_\_

Site Type and Cultural Affiliation: \_\_\_\_\_

**Buildings/Structures, or Districts with Buildings/Structures**

- Attach scale map with boundary (survey map preferred)
- Attach deed or legal description. Indicate here if:
  - Deed
  - Metes and bounds
  - Block & Lot description with plat map
  - Survey map
  - Written boundary description (with reference to landmarks, property boundaries, and/or other fixed points)
  - Indicate if boundary is the same as in the National Register nomination

**5. Application Preparer**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ County \_\_\_\_\_ State \_\_\_\_\_  
Telephone# \_\_\_\_\_  
Email Address \_\_\_\_\_  
Nominator's Signature \_\_\_\_\_ Date \_\_\_\_\_

**6. Property Owner**

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ County \_\_\_\_\_ State \_\_\_\_\_  
Telephone# \_\_\_\_\_  
Email Address \_\_\_\_\_

Additional owner information is attached.

**7. Acknowledgments by Private Property Owners**

I, \_\_\_\_\_, as owner of this property, understand that if this site is accepted and entered into the Commission's records as a State Antiquities Landmark, it will thereafter be protected by, and its use governed by, the Antiquities Code of Texas insofar as provided in that Code. Furthermore, I understand that if the site is designated as a State Antiquities Landmark, a "Notice of Designation as a State Antiquities Landmark," will be recorded in the deed records in the county in which the property is located. Furthermore, if the nominated property is building or structure, I understand that I must purchase a State Antiquities Landmark medallion. Furthermore, I understand that, in accordance with Section 191.097 of the Antiquities Code of Texas, the Commission may remove the designation of State Antiquities Landmark from the site if it is determined that such designation is no longer warranted. Furthermore, I swear that I am the owner of the parcel of land nominated for designation as a State Antiquities Landmark, or have consent of a legal authority to make this nomination, subject to penalty of law as provided by Texas Penal Code, Sec. 37.10.

Owner's Signature: \_\_\_\_\_ Date \_\_\_\_\_

- Each private property owner must sign a copy of the nomination.

**8. Nomination by Third Party Applicant of Properties owned by Cities and Counties**

Any private individual or private group that desires to nominate a property owned by a political subdivision as a landmark must complete and return to the commission a nomination form, and must give notice of the nomination at the individual's or group's own expense, in a newspaper of general circulation published in the city, town, or county in which the building, structure or site is located. If no newspaper of general circulation is published in the city, town, or county, the notice must be published in a newspaper of general circulation in an adjoining or neighboring county that is circulated in the county of the applicant's residence.

- The notice must be printed in 12-point boldface type; include the exact location of the building or site; and include the name of the group or individual nominating the building or site.
- An original copy of the notice and an affidavit of publication signed by the newspaper's publisher must be submitted to the commission with a nomination form.

I have complied with this requirement (attach proof of publication)

**9. Attachments** (indicate which items are included in application)

- Current photographs, sufficient for THC staff to confirm the property's eligibility (digital files not accepted in lieu of prints)
- Maps
- Deed
- Proof of Publication
- Fiscal Impact Statement (Optional. For a building or structure owned by a political subdivision, the nomination may be accompanied by a statement assessing fiscal impacts of the potential designation on the political subdivision. The political subdivision may also supply a fiscal impact statement to be considered by the Commission).
- National Register form (to be attached by THC staff)
- Archeological site data form
  - Other supporting documentation (briefly describe) \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_

**10. Evaluation by THC Staff (for buildings and structures only)**

- Building/Structure is listed in the National Register of Historic Places
  - Individually listed
  - District (nominated in its entirety as an SAL)
  - Contributes to significance of a listed district

Name of District \_\_\_\_\_

Certified by \_\_\_\_\_ Date \_\_\_\_\_

**11. Evaluation by THC Executive Director**

- The nomination is complete and acceptable.
- The property retains integrity at the time of the nomination and is eligible for designation.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_





## **Appendix G**

### **Archeology Data Recovery Plan**

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## ARCHEOLOGY DATA RECOVERY PLAN

Once an archeological site is determined to be eligible for inclusion in the National Register of Historic Places (NRHP), and it has been determined the undertaking may have an adverse effect on the site per 36 CFR § 800.5, *Assessment Of Adverse Effects*, and in accordance with Stipulation IV.B.9 of this Programmatic Agreement, potential adverse effects to an NRHP-eligible archeological site within the Area of Potential Effects of the Dallas to Houston High-Speed Rail may be resolved through data recovery. Data recovery is a treatment measure to mitigate the adverse effect by recovering significant data or information prior to disturbance or destruction. A site-specific recovery plan will be written in coordination with the Texas Historical Commission / State Historic Preservation Office for each historic property identified for data recovery.

The purpose of this document is to 1) provide the data recovery permit requirements as stated in the Texas Administrative Code (Title 13, Part 2, Chapter 26, Subchapter C, Rule 26.15; Archeological Permit Categories), and 2) an outline of the reporting criteria as stated in the Council of Texas Archeologists' *Guidelines for Cultural Resource Management Reports*.

### 1. Data Recovery Texas Antiquities Permit

As per the Texas Administrative Code, "this permit category is for the purpose of full investigation and extensive excavation of particular archeological site or sites. Data recovery must be based on a research design approved by the commission. The evidence from a skillfully accomplished archeological excavation provides a detailed picture of the human activities at the site; emphasis is placed on the information that can be elicited rather than on the artifacts. In data recovery, the archeological deposits are removed by digging and are, therefore destroyed. Permission for construction to proceed may be granted depending upon the results of this level of investigation. Specific requirements may be set forth by the commission in the permit. The destruction can be justified only if:

- A. it is done with such care that antiquities and cultural and environmental data in the area excavated are discovered, and if possible, preserved;
- B. information has been accurately recorded, whether its importance is immediately recognized or not, to remain available after the site has disappeared; and
- C. the record and results of the investigation are made available through publication."

### 2. Council of Texas Archeologists' Reporting Criteria for Full Report, Mitigation (4.3.5)

- A. Abstract / Management Summary (4.2.1 / 4.2.2)
- B. Introduction (4.2.3)
- C. Environmental Background (4.2.4)
- D. Research Questions and Research Design (4.2.5)
  - Discussion of the potential of the archeological site, including research questions directly pertinent to those data sets (i.e. regional subsistence; settlement patterns; raw material

procurement; trading networks) qualifying the property for inclusion in the NRHP under Criterion D

- Explanation of why it is in the public interest to pursue answers to these research questions and how the public may benefit from the information recovered prior to the disturbance or destruction of the archeological site/resource
  - Development of a Research Design tailored to the specific site type, demonstrating the costs of the data recovery are prudent and reasonable
  - Avoidance or protection measures taken to ensure the preservation of the archeological site/resource
- E. Previous Investigations and NRHP Significance (4.2.6)
- An overview of previous investigations conducted for the archeological resource and a description of the findings
  - The justification for the previous recommendation and/or determination of eligibility and significance of the historic property
- F. Investigations, Field Methods, and Laboratory Methods (4.3.5.2)
- Proposed investigations and additional data needed to address research questions, including special studies such as archival research and oral histories for historic sites
  - Field methods discussing:
    - Excavation plan including the size and number of test units and total square meters to be excavated; mechanical removal of sediments and vegetation prior to excavation, if necessary
    - Unit level depth by arbitrary or natural levels, including stratigraphic and geomorphic context
    - Recovery techniques including wire mesh size of sifting/shaker screens; artifact and sample collection policy; feature identification policy
  - Laboratory methods discussing:
    - Types of artifact processing and analysis, including discussion of the identification and treatment of human skeletal remains
    - Methods and techniques for sample analysis (charcoal, bone, botanical remains) and dating, if appropriate
    - Methods and techniques for artifact, data, and record management
    - Treatment and disposition, including curation, of collections and records in accordance with 36 CFR § 79 *Curation Of Federally-Owned And Administered Archeological Collections*
- G. Results and Recommendations (4.3.5.2)
- Detailed description and analysis of data recovered, integrating previous investigations results and collections
  - Recommendations including the need for additional investigations, avoidance, protection, and/or monitoring

## **Appendix H**

### **Areas Cleared for Ground Disturbing Activities**

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## Appendix H: Areas Cleared for Ground Disturbing Activities

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
<b>Dallas County</b>					
Dallas	TX-DA-AM-006-000	0.58			
Dallas	TX-DA-148.000	6.57			
Dallas	TX-DA-147.000	4.39			
Dallas	TX-DA-146.370	1.29			
Dallas	TX-DA-138.900	8.22			
Dallas	TX-DA-146.365	0.95			
Dallas	TX-DA-146.900	1.59			
Dallas	TX-DA-146.210	0.08			
Dallas	TX-DA-146.200	0.14			
Dallas	TX-DA-146.000	2.04	0.07		
Dallas	TX-DA-146.300	0.14			
Dallas	TX-DA-146.220	0.04			
Dallas	TX-DA-145.284	0.17			
Dallas	TX-DA-145.900	1.63	0.03		
Dallas	TX-DA-145.000	52.17	0.65		
Dallas	TX-DA-138.900	8.22	0.37		
Dallas	TX-DA-145-340	2.11			
Dallas	TX-DA-145.328	8.11			
Dallas	TX-DA-AM-007.000	0.4			
Dallas	TX-DA-145.282.900	1.68			
Dallas	TX-DA-AM-003.000	0.46			
Dallas	TX-DA-AM-002.000	1.11			
Dallas	TX-DA-143.000	0.45	0.04		
Dallas	TX-DA-142.900	0.17			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-142.000	0.17			
Dallas	TX-DA-141.000	0.03			
Dallas	TX-DA-140.215	2.09			
Dallas	TX-DA-138.900	0.09			
Dallas	TX-DA-138.900	0.03			
Dallas	TX-DA-138.900	0.03			
Dallas	TX-DA-140.308	0.43			
Dallas	TX-DA-139.370	2.16			
Dallas	TX-DA-140.310	0.53			
Dallas	TX-DA-140.205	0.93			
Dallas	TX-DA-140.200	2.26			
Dallas	TX-DA-139.000	5.27	0.3		
Dallas	TX-DA-140.205.900	0.05	0.02		
Dallas	TX-DA-136.900	0.23			
Dallas	TX-DA-136.100	0.19	0.02		
Dallas	TX-DA-136.000	2.17	0.12		
Dallas	TX-DA-133.900	0.48			
Dallas	TX-DA-135.900	0.18	0.02		
Dallas	TX-DA-133.900	0.48			
Dallas	TX-DA-135.000	0.78	0.11		
Dallas	TX-DA-134.120	0.34	0.04		
Dallas	TX-DA-134.100	0.004			
Dallas	TX-DA-134.110	0.01			
Dallas	TX-DA-133.900	0.75	0.11		
Dallas	TX-DA-132.000	21.79			
Dallas	TX-DA-131.000	4.85	0.08		
Dallas	TX-DA-130.000	2.14	0.04		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-129.000	2.12	0.13		
Dallas	TX-DA-128.000	4.48	0.3		
Dallas	TX-DA-127.000	1.85	0.13		
Dallas	TX-DA-126.310	0.6	0.04		
Dallas	TX-DA-AM-005.000	1.32	0.14		
Dallas	TX-DA-125.000	26.35	0.79		
Dallas	TX-DA-124.210	0.32			
Dallas	TX-DA-124.200	0.61			
Dallas	TX-DA-125.200	1.14			
Dallas	TX-DA-124.000	2.25	0.14		
Dallas	TX-DA-123.000	5.98			
Dallas	TX-DA-122.000	1	0.08		
Dallas	TX-DA-120.900	0.27	0.01		
Dallas	TX-DA-119.330	0.65	0.04		
Dallas	TX-DA-120.000	0.04			
Dallas	TX-DA-119.000	1.38	0.1		
Dallas	TX-DA-118.900	0.37	0.01		
Dallas	TX-DA-114.300	0.88			
Dallas	TX-DA-105.900	0.37			
Dallas	TX-DA-116.000	0.17			
Dallas	TX-DA-116.001	0.31			
Dallas	TX-DA-114.000	1.1	0.01		
Dallas	TX-DA-113.000	1.07	0.02		
Dallas	TX-DA-113.320	0.16	0.01		
Dallas	TX-DA-112.320	0.16	0.01		
Dallas	TX-DA-113.300	0.09			
Dallas	TX-DA-112.310	0.007			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-108.900	0.14	0.01		
Dallas	TX-DA-108.330	0.35	0.03		
Dallas	TX-DA-108.320	0.12			
Dallas	TX-DA-105.000	0.31	0.02		
Dallas	TX-DA-103.000	0.32	0.02		
Dallas	TX-DA-104.320	0.09			
Dallas	TX-DA-104.330	0.14	0.02		
Dallas	TX-DA-103.330	0.11			
Dallas	TX-DA-100.900	0.08	0.01		
Dallas	TX-DA-099.310	0.2	0.02		
Dallas	TX-DA-094.000	0.45	0.03		
Dallas	TX-DA-098.300	0.29	0.03		
Dallas	TX-DA-095.300	0.09			
Dallas	TX-DA-093.300	0.04			
Dallas	TX-DA-091.000	0.92	0.07		
Dallas	TX-DA-090.900	0.2	0.01		
Dallas	TX-DA-090.000	8.77	0.13		
Dallas	TX-DA-090.330	0.24			
Dallas	TX-DA-090.340	0.23			
Dallas	TX-DA-090.350	0.23			
Dallas	TX-DA-090.360	0.23			
Dallas	TX-DA-090.300	0.16			
Dallas	TX-DA-089.000	4.14	0.08		
Dallas	TX-DA-088.900	6.42	0.04		
Dallas	TX-DA-088.000	5.9	0.12		
Dallas	TX-DA-082.900	0.28	0.04		
Dallas	TX-DA-087.300	0.06			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-087.000	0.17	0.02		
Dallas	TX-DA-086.000	0.15	0.01		
Dallas	TX-DA-085.000	0.04			
Dallas	TX-DA-084.000	0.02			
Dallas	TX-DA-083.000	0.06			
Dallas	TX-DA-082.000	0.07			
Dallas	TX-DA-082.300	0.17			
Dallas	TX-DA-078.900	0.2	0.03		
Dallas	TX-DA-080.300	0.17			
Dallas	TX-DA-081.000	0.04			
Dallas	TX-DA-080.000	0.06			
Dallas	TX-DA-079.000	0.07			
Dallas	TX-DA-077.000	0.24	0.03		
Dallas	TX-DA-078.000	0.14			
Dallas	TX-DA-076.000	19.56	0.52		
Dallas	TX-DA-076.000	0.27	0.01		
Dallas	TX-DA-075.000	0.57	0.04		
Dallas	TX-DA-074.935	0.13			
Dallas	TX-DA-074.930	0.11			
Dallas	TX-DA-074.920	0.05			
Dallas	TX-DA-074.915	0.05			
Dallas	TX-DA-074.910	0.05			
Dallas	TX-DA-074.904	0.06			
Dallas	TX-DA-074.902	0.08			
Dallas	TX-DA-074.900	0.09	0.23		
Dallas	TX-DA-074.000	3.8	0.26		
Dallas	TX-DA-073.210	0.08			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-073.200	0.44			
Dallas	TX-DA-071.200	0.3			
Dallas	TX-DA-058.910	1.18			
Dallas	TX-DA-073.000	3.89	0.02		
Dallas	TX-DA-074.300	0.25			
Dallas	TX-DA-072.300	1.5			
Dallas	TX-DA-073.305	0.61			
Dallas	TX-DA-073.310	1.36			
Dallas	TX-DA-073.320	0.73			
Dallas	TX-DA-072.000	3.45	0.22		
Dallas	TX-DA-071.000	8.45	0.57		
Dallas	TX-DA-069.310	0.59			
Dallas	TX-DA-069.000	5.3	0.25		
Dallas	TX-DA-069.300	0.42			
Dallas	TX-DA-066.900	2.95	0.02		
Dallas	TX-DA-066.250	1.84			
Dallas	TX-DA-066.255	3.27			
Dallas	TX-DA-058.910	1.41			
Dallas	TX-DA-068.210	0.039			
Dallas	TX-DA-068.000	5.9	0.13		
Dallas	TX-DA-068.310	0.34			
Dallas	TX-DA-067.000	0.83	0.02		
Dallas	TX-DA-067.310	0.34			
Dallas	TX-DA-065.000	1.64	0.1		
Dallas	TX-DA-067.300	1.72			
Dallas	TX-DA-066.000	0.48	0.03		
Dallas	TX-DA-063.000	2.1	0.13		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-062.000	0.8	0.05		
Dallas	TX-DA-061.000	0.65	0.05		
Dallas	TX-DA-060.000	39.35	0.4		
Dallas	TX-DA-059.000	24.47	0.24		
Dallas	TX-DA-058.000	23.38	0.15		
Dallas	TX-DA-057.000	15.74			
Dallas	TX-DA-056.900	0.05	0.01		
Dallas	TX-DA-055.210	0.14	0.01		
Dallas	TX-DA-056.000	4.09	0.28		
Dallas	TX-DA-055.940	0.32	0.08		
Dallas	TX-DA-055.000	2.57	0.18		
Dallas	TX-DA-054.900	0.34	0.02		
Dallas	TX-DA-054.000	5.71	0.38		
Dallas	TX-DA-053.000	0.5	0.04		
Dallas	TX-DA-052.000	0.53	0.04		
Dallas	TX-DA-051.000	1.21	0.06		
Dallas	TX-DA-050.000	2.26	0.08		
Dallas	TX-DA-048.000	13.46	0.26		
Dallas	TX-DA-047.250	0.09			
Dallas	TX-DA-047.240	0.33			
Dallas	TX-DA-047.230	1.46			
Dallas	TX-DA-047.220	0.6	0.03		
Dallas	TX-DA-047.900	1.16	0.03		
Dallas	TX-DA-047.200	3.61	0.16		
Dallas	TX-DA-045.260	9.88	0.32		
Dallas	TX-DA-052.500	3.51	0.1		
Dallas	TX-DA-045.210	4.21	0.12		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-051.500	5.05	0.15		
Dallas	TX-DA-050.500.900	0.22	0.01		
Dallas	TX-DA-050.500	2.5	0.18		
Dallas	TX-DA-049.500	2.94	0.18		
Dallas	TX-DA-045.900	1.43	0.09		
Dallas	TX-DA-050.500.300	0.46			
Dallas	TX-DA-043.210	28.47	0.21		
Dallas	TX-DA-043.212	2.52	0.04		
Dallas	TX-DA-048.500.900	0.28	0.01		
Dallas	TX-DA-048.500	10.88	0.23		
Dallas	TX-DA-048.500.210	1.27			
Dallas	TX-DA-048.500.213	0.42			
Dallas	TX-DA-048.500.200	0.6			
Dallas	TX-DA-047.500	3.65	0.04		
Dallas	TX-DA-046.500	13.07	0.23		
Dallas	TX-DA-045.500	10.51	0.27		
Dallas	TX-DA-044.500	4.05	0.21		
Dallas	TX-DA-044.500.900	3.32	0.09		
Dallas	TX-DA-043.500.900	0.21	0.01		
Dallas	TX-DA-043.500	7.28	0.58		
Dallas	TX-DA-042.500	0.16	0.02		
Dallas	TX-DA-041.500.900	0.19	0.01		
Dallas	TX-DA-041.500.210	24.36			
Dallas	TX-DA-041.500	20.72	0.18		
Dallas	TX-DA-041.500.200	26.34			
Dallas	TX-DA-040.500	46.37	0.37		
Dallas	TX-DA-039.500	1.65	0.07		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-038.500.900	0.32	0.01		
Dallas	TX-DA-038.500	29.86	0.87		
Dallas	TX-DA-038.500.300	0.51			
Dallas	TX-DA-037.500.300	1.42			
Dallas	TX-DA-037.500.301	1.17			
Dallas	TX-DA-036.500	3.82	0.06		
Dallas	TX-DA-037.500.310	0.97			
Dallas	TX-DA-035.500	7.79	0.22		
Dallas	TX-DA-035.500.200	1.67			
Dallas	TX-DA-034.500	0.35	0.03		
Dallas	TX-DA-033.500	1.02	0.08		
Dallas	TX-DA-032.500	3.09	0.22		
Dallas	TX-DA-031.500	0.08	0.01		
Dallas	TX-DA-030.500	1.13	0.09		
Dallas	TX-DA-030.500.200	0.3			
Dallas	TX-DA-029.500	0.45	0.03		
Dallas	TX-DA-028.500	1.35	0.05		
Dallas	TX-DA-027.500	2.03	0.05		
Dallas	TX-DA-011.210.900	0.24	0.01		
Dallas	TX-DA-024.500	14.12	0.26		
Dallas	TX-DA-026.500.220	0.3			
Dallas	TX-DA-026.500.210	0.38			
Dallas	TX-DA-026.500.225	1.16			
Dallas	TX-DA-025.500.200	5.49			
Dallas	TX-DA-026.500	2.36	0.01		
Dallas	TX-DA-025.500	6.44	0.05		
Dallas	TX-DA-026.500.200	5.78			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-024.500	14.12	0.08		
Dallas	TX-DA-023.500.900	1.5	0.01		
Dallas	TX-DA-013.501	0.26			
Dallas	TX-DA-023.500.200	1.06			
Dallas	TX-DA-022.500.200	1.67			
Dallas	TX-DA-023.500	3.77	0.19		
Dallas	TX-DA-023.500.350	1.05			
Dallas	TX-DA-023.500.340	0.66			
Dallas	TX-DA-023.500.330	1.45			
Dallas	TX-DA-020.500.304	1.12			
Dallas	TX-DA-022.500	0.35	0.02		
Dallas	TX-DA-021.500	0.34	0.02		
Dallas	TX-DA-020.500	0.34	0.02		
Dallas	TX-DA-019.500	0.39	0.02		
Dallas	TX-DA-018.500	0.38	0.02		
Dallas	TX-DA-017.500	0.43	0.02		
Dallas	TX-DA-016.500	0.44	0.02		
Dallas	TX-DA-015.500	0.42	0.02		
Dallas	TX-DA-014.500	0.43	0.02		
Dallas	TX-DA-013.500	0.44	0.02		
Dallas	TX-DA-012.500	0.45	0.02		
Dallas	TX-DA-011.500	0.59	0.02		
Dallas	TX-DA-010.500	0.48	0.02		
Dallas	TX-DA-009.500	0.63	0.02		
Dallas	TX-DA-008.500	0.58	0.02		
Dallas	TX-DA-007.500	0.43	0.02		
Dallas	TX-DA-006.500	0.44	0.02		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Dallas	TX-DA-005.500	0.46	0.02		
Dallas	TX-DA-004.500.200	1.12			
Dallas	TX-DA-004.500	1.24	0.08		
Dallas	TX-DA-003.500.001	0.37			
Dallas	TX-DA-002.500	1.03	0.07		
Dallas	TX-DA-003.500	0.74			
<b>Ellis County</b>					
Ellis	TX-EL-160.500	2.68	0.19		
Ellis	TX-EL-159.500	0.78	0.09		
Ellis	TX-EL-158.500	43.98	0.24		
Ellis	TX-EL-157.500	10.51	0.48		
Ellis	TX-EL-156.500	3.72	0.26		
Ellis	TX-EL-140.900	0.18	0.01		
Ellis	TX-EL-155.500	0.62	0.06		
Ellis	TX-EL-155.500.200	0.12			
Ellis	TX-EL-154.500	0.55	0.05		
Ellis	TX-EL-155.500.210	0.21			
Ellis	TX-EL-AM-006.000	0.01	0.02		
Ellis	TX-EL-152.500	2.4	0.04		
Ellis	TX-EL-153.500	6.3	0.15		
Ellis	TX-EL-152.500	4.68	0.24		
Ellis	TX-EL-140.205	1.51			
Ellis	TX-EL-152.500.100	16.1	0.48		
Ellis	TX-EL-152.500.105	0.18	0.01		
Ellis	TX-EL-151.500.001	0.73	0.01		
Ellis	TX-EL-151.500	2.49	0.13		
Ellis	TX-EL-152.500.200	0.22	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Ellis	TX-EL-136.900	0.83	0.03		
Ellis	TX-EL-131.220	2.76	0.07		
Ellis	TX-EL-132.210	22.46	0.31		
Ellis	TX-EL-132.000	16.82	0.31		
Ellis	TX-EL-131.210	7.21	0.18		
Ellis	TX-EL-132.000	see above	see above		
Ellis	TX-EL-131.210.100	0.28			
Ellis	TX-EL-131.000	3.32	0.17		
Ellis	TX-EL-131.200	0.11			
Ellis	TX-EL-130.250	1.74	0.13		
Ellis	TX-EL-128.200	0.04			
Ellis	TX-EL-126.220	1.44	0.11		
Ellis	TX-EL-125.240	1.3	0.09		
Ellis	TX-EL-125.242	0.01			
Ellis	TX-EL-129.900	0.04	0.01		
Ellis	TX-EL-126.200	0.07	0.01		
Ellis	TX-EL-125.200	0.53	0.03		
Ellis	TX-EL-126.200	0.13	0.01		
Ellis	TX-EL-125.210	1.91	0.03		
Ellis	TX-EL-122.000	49.62	0.26		
Ellis	TX-EL-124.000	2.11	0.12		
Ellis	TX-EL-121.200	0.28			
Ellis	TX-EL-120.000	24.69	0.82		
Ellis	TX-EL-119.100	7.42	0.33		
Ellis	TX-EL-119.000	0.28	0.02		
Ellis	TX-EL-118.000	1.01	0.06		
Ellis	TX-EL-117.000	0.3	0.02		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Ellis	TX-EL-115.000	3.28	0.14		
Ellis	TX-EL-114.000	1.14	0.07		
Ellis	TX-EL-113.000	1.18	0.07		
Ellis	TX-EL-112.000	1.11	0.04		
Ellis	TX-EL-112.200	3.78			
Ellis	TX-EL-112.300	2.37			
Ellis	TX-EL-111.000	6.79	0.1		
Ellis	TX-EL-109.000	3.34	0.19		
Ellis	TX-EL-110.360	2.69			
Ellis	TX-EL-110.350	0.08			
Ellis	TX-EL-108.000	1.2	0.08		
Ellis	TX-EL-107.000	11.36	0.35		
Ellis	TX-EL-105.260	0.65			
Ellis	TX-EL-106.000	2.32	0.07		
Ellis	TX-EL-101.000	29.14	0.48		
Ellis	TX-EL-104.000	1.75	0.05		
Ellis	TX-EL-105.000	0.6			
Ellis	TX-EL-103.200	0.02			
Ellis	TX-EL-103.000	1.34	0.05		
Ellis	TX-EL-102.000	0.23	0.01		
Ellis	TX-EL-100.900	0.39			
Ellis	TX-EL-101.000	0.32	0.32		
Ellis	TX-EL-096.000	6.55	0.42		
Ellis	TX-EL-098.000	0.63	0.05		
Ellis	TX-EL-097.000	0.29	0.02		
Ellis	TX-EL-095.000	31.38	0.99		
Ellis	TX-EL-092.900	0.14	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Ellis	TX-EL-092.100	8.24	0.47		
Ellis	TX-EL-092.000	1.44	0.07		
Ellis	TX-EL-089.000	0.58	0.04		
Ellis	TX-EL-088.000	0.85	0.06		
Ellis	TX-EL-087.000	0.45	0.03		
Ellis	TX-EL-083.100	0.47	0.03		
Ellis	TX-EL-083.000	6.77	0.55		
Ellis	TX-EL-084.000	3.29	0.22		
Ellis	TX-EL-080.900	0.21	0.01		
Ellis	TX-EL-081.000	1.79	0.1		
Ellis	TX-EL-082.000	3.29	0.22		
Ellis	TX-EL-080.000	9.47	0.4		
Ellis	TX-EL-079.000	3.59	0.94		
Ellis	TX-EL-078.000	0.57	0.04		
Ellis	TX-EL-076.000	23.11	0.94		
Ellis	TX-EL-075.000	1.79	0.12		
Ellis	TX-EL-074.000	29.81	0.12		
Ellis	TX-EL-073.900	0.27	0.01		
Ellis	TX-EL-072.000	91.48	0.48		
Ellis	TX-EL-071.000	6.97	0.16		
Ellis	TX-EL-070.000	5.42	0.38		
Ellis	TX-EL-067.000	1.58	0.11		
Ellis	TX-EL-064.000	11.69	0.65		
Ellis	TX-EL-063.000	10.7	0.35		
Ellis	TX-EL-062.000	3.84	0.18		
Ellis	TX-EL-060.000	17.37	0.34		
Ellis	TX-EL-058.000	3.14	0.22		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Ellis	TX-EL-056.000	2.61	0.15		
Ellis	TX-EL-055.000	2.42	0.17		
Ellis	TX-EL-053.000	8.3	0.34		
Ellis	TX-EL-051.000	10.9	0.15		
Ellis	TX-EL-050.000	0.16	0.01		
Ellis	TX-EL-048.900	2.41	0.04		
Ellis	TX-EL-048.000	2.99	0.17		
Ellis	TX-EL-049.300	3.08			
Ellis	TX-EL-048.310	1.28			
Ellis	TX-EL-047.000	2.39	0.17		
Ellis	TX-EL-046.000	0.23	0.02		
Ellis	TX-EL-045.110	1.19	0.09		
Ellis	TX-EL-045.120	1.17	0.07		
Ellis	TX-EL-045.000	0.52	0.03		
Ellis	TX-EL-044.000	14.19	0.31		
Ellis	TX-EL-042.100	0.27			
Ellis	TX-EL-043.900	4.57	0.03		
Ellis	TX-EL-042.000	1.12			
Ellis	TX-EL-044.000	4.12	0.03		
Ellis	TX-EL-041.000	17.29	0.77		
Ellis	TX-EL-038.000	32.43	0.53		
Ellis	TX-EL-037.000	0.86	0.02		
Ellis	TX-EL-036.000	10.04	0.38		
Ellis	TX-EL-034.000	5.07	0.14		
Ellis	TX-EL-033.000	4.97	0.14		
Ellis	TX-EL-032.000	8.77	0.26		
Ellis	TX-EL-031.000	8.33	0.27		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Ellis	TX-EL-030.000	9.55	0.14		
Ellis	TX-EL-028.000	14.31	0.43		
Ellis	TX-EL-027.210	0.19			
Ellis	TX-EL-027.200	1.06			
Ellis	TX-EL-027.000	9.74	0.24		
Ellis	TX-EL-026.000	0.27			
Ellis	TX-EL-025.000	0.19			
Ellis	TX-EL-020.100	0.31			
Ellis	TX-EL-024.000	31.09	0.38		
Ellis	TX-EL-019.210	58.24	0.79		
Ellis	TX-EL-014.282	4.67	0.26		
Ellis	TX-EL-014.281	0.03			
Ellis	TX-EL-014.225	5.13	0.21		
Ellis	TX-EL-014.250	0.58			
Ellis	TX-EL-014.240	0.62			
Ellis	TX-EL-014.230	0.62			
Ellis	TX-EL-014.220	20	0.69		
Ellis	TX-EL-014.221	28.78	1.24		
Ellis	TX-EL-009.205	30.61	0.87		
Ellis	TX-EL-009.207	3.15			
Ellis	TX-EL-009.206	9.57			
Ellis	TX-EL-009.000	1.09			
Ellis	TX-EL-008.200	27.04	0.5		
Ellis	TX-EL-006.205	10.89	0.5		
Ellis	TX-EL-005.200	35.73	1.05		
<b>Navarro County</b>					
Navarro	TX-NA-108.200	9.2	0.66		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-106.200	6.27	0.44		
Navarro	TX-NA-103.000	41	1.06		
Navarro	TX-NA-103.200	0.98			
Navarro	TX-NA-101.200	3.72	0.17		
Navarro	TX-NA-101.900	0.13	0.01		
Navarro	TX-NA-101.000	0.09			
Navarro	TX-NA-100.210	0.97	0.05		
Navarro	TX-NA-100.000	12.72	0.2		
Navarro	TX-NA-098.220	5.1	0.27		
Navarro	TX-NA-099.000	18.42	0.55		
Navarro	TX-NA-100.200	0.98	0.04		
Navarro	TX-NA-099.300	1.01			
Navarro	TX-NA-098.210	0.35			
Navarro	TX-NA-098.000	12.71	0.79		
Navarro	TX-NA-098-910	0.13	0.01		
Navarro	TX-NA-097.210	19.09			
Navarro	TX-NA-097.240	1.01			
Navarro	TX-NA-097.200	3.53			
Navarro	TX-NA-097.000	20.46	0.27		
Navarro	TX-NA-096.000	6.61	0.47		
Navarro	TX-NA-095.900	0.07	0.01		
Navarro	TX-NA-094.000	7.08	0.7		
Navarro	TX-NA-093.000	5.69	0.2		
Navarro	TX-NA-092.000	5.59	0.31		
Navarro	TX-NA-091.900	0.1	0.01		
Navarro	TX-NA-091.000	12.52	0.48		
Navarro	TX-NA-090.000	13.34	0.28		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-089.210	0.36			
Navarro	TX-NA-089.000	3.04	0.05		
Navarro	TX-NA-088.000	8.2	0.04		
Navarro	TX-NA-087.910	1	0.01		
Navarro	TX-NA-087.000	13.6	0.13		
Navarro	TX-NA-085.000	17.54	0.32		
Navarro	TX-NA-084.900	0.33	0.01		
Navarro	TX-NA-084.000	17.04	0.34		
Navarro	TX-NA-083.000	8.52	0.22		
Navarro	TX-NA-082.000	7.14	0.23		
Navarro	TX-NA-081.000	4.07	0.16		
Navarro	TX-NA-080.000	10.13	0.21		
Navarro	TX-NA-079.000	12.4	0.36		
Navarro	TX-NA-078.000	25.72	0.51		
Navarro	TX-NA-077.000	5.3	0.15		
Navarro	TX-NA-077.100	0.18			
Navarro	TX-NA-076.000	16.5	0.35		
Navarro	TX-NA-075.000	8.65	0.32		
Navarro	TX-NA-074.000	12.45	0.57		
Navarro	TX-NA-072.000	12.21	0.6		
Navarro	TX-NA-071.100	13.05	0.31		
Navarro	TX-NA-071.000	6.69	0.13		
Navarro	TX-NA-070.000	12.66	0.26		
Navarro	TX-NA-069.000	1.21			
Navarro	TX-NA-07-047.001	0.2			
Navarro	TX-NA-070.200.100	0.69	0.05		
Navarro	TX-NA-068.000	7.59	0.27		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-067.170	0.23	0.01		
Navarro	TX-NA-067.160	2.2	0.07		
Navarro	TX-NA-067.130	0.92	0.06		
Navarro	TX-NA-067.140	1.75	0.01		
Navarro	TX-NA-067.120	1.35	0.06		
Navarro	TX-NA-067.100	1.95	0.07		
Navarro	TX-NA-067.110	0.85			
Navarro	TX-NA-067.000	0.35	0.01		
Navarro	TX-NA-066.900	2.81			
Navarro	TX-NA-066.000	8.73	0.28		
Navarro	TX-NA-065.000	0.86	0.06		
Navarro	TX-NA-065.310	0.71	0.04		
Navarro	TX-NA-061.910	0.22	0.01		
Navarro	TX-NA-061.900	1.39	0.01		
Navarro	TX-NA-064.000	30.95	0.22		
Navarro	TX-NA-064.900	0.07	0.01		
Navarro	TX-NA-063.100	4.53	0.18		
Navarro	TX-NA-063.320	2.94			
Navarro	TX-NA-063.310	5.89	0.23		
Navarro	TX-NA-07-036.002	10.17	0.21		
Navarro	TX-NA-07-036.001	33.32	1.03		
Navarro	TX-NA-07-031.000	4.69	0.33		
Navarro	TX-NA-053.900	0.09	0.01		
Navarro	TX-NA-053.000	5.68	0.4		
Navarro	TX-NA-049.000	5.27	0.67		
Navarro	TX-NA-07-030.000	11.17	0.47		
Navarro	TX-NA-07-029.000	6.04	0.44		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-047.000	3.9	0.39		
Navarro	TX-NA-045.000	13.84	0.49		
Navarro	TX-NA-07-028.000	24.67	0.42		
Navarro	TX-NA-09-001.001	2.36			
Navarro	TX-NA-043.900	2.2	0.01		
Navarro	TX-NA-043.000	26.41	0.08		
Navarro	TX-NA-07-027.000	2.99	0.35		
Navarro	TX-NA-042.000	47.59	0.73		
Navarro	TX-NA-041.000	6.9	0.49		
Navarro	TX-NA-040.000	2.6	0.19		
Navarro	TX-NA-07-026.000	1.67	0.09		
Navarro	TX-NA-07-024.001	36.87	1.27		
Navarro	TX-NA-06-007.120	16.34	0.18		
Navarro	TX-NA-06-007.110	3.2	0.09		
Navarro	TX-NA-06-007.100	3.36	0.09		
Navarro	TX-NA-06-007.000	2.52	0.09		
Navarro	TX-NA-06-006.110	2.48	0.09		
Navarro	TX-NA-06-006.100	1.86	0.07		
Navarro	TX-NA-06-004.200	5.93	0.28		
Navarro	TX-NA-06-004.000	1.5	0.05		
Navarro	TX-NA-06-003.000	2.67	0.09		
Navarro	TX-NA-032.000	39.95	0.54		
Navarro	TX-NA-032.000	30.92	0.18		
Navarro	TX-NA-06-002.004	47.93	0.16		
Navarro	TX-NA-06-002.003	18.39	0.13		
Navarro	TX-NA-06-002.002	4.06	0.25		
Navarro	TX-NA-029.900	0.06	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-O6-002.001	0.3	0.02		
Navarro	TX-NA-O6-002.001	1.85	0.13		
Navarro	TX-NA-O6-002.000	1.47	0.11		
Navarro	TX-NA-O6-001.000	2.25	0.16		
Navarro	TX-NA-029.000	5.1	0.22		
Navarro	TX-NA-026.000	9.03	0.22		
Navarro	TX-NA-026.100	8.71	0.2		
Navarro	TX-NA-O6-001.004	4.13			
Navarro	TX-NA-O6-001.003	11.26	0.18		
Navarro	TX-NA-025.000	4.24	0.09		
Navarro	TX-NA-024.000	2.65	0.1		
Navarro	TX-NA-O6-001.002	5.71	0.22		
Navarro	TX-NA-023.000	1.85	0.07		
Navarro	TX-NA-022.000	2.03	0.06		
Navarro	TX-NA-021.000	2.62	0.07		
Navarro	TX-NA-020.000	0.95	0.02		
Navarro	TX-NA-019.000	3.18	0.06		
Navarro	TX-NA-015.000	4.62	0.01		
Navarro	TX-NA-018.000	3.27	0.05		
Navarro	TX-NA-017.000	2.26	0.05		
Navarro	TX-NA-016.000	1.73	0.05		
Navarro	TX-NA-O6-001.001	2.35	0.11		
Navarro	TX-NA-014.000	3.83	0.19		
Navarro	TX-NA-013.900	0.06	0.01		
Navarro	TX-NA-013.125	1.97	0.16		
Navarro	TX-NA-013.120	2.36	0.17		
Navarro	TX-NA-013.115	0.71	0.05		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Navarro	TX-NA-013.110	0.79	0.06		
Navarro	TX-NA-013.105	0.92	0.07		
Navarro	TX-NA-013.100	1.14	0.08		
Navarro	TX-NA-013.000	1.6	0.06		
Navarro	TX-NA-007.900	0.46	0.01		
Navarro	TX-NA-007.240.900	0.15	0.01		
Navarro	TX-NA-012.000	2.59	0.05		
Navarro	TX-NA-011.000	12.13	0.17		
Navarro	TX-NA-010.000	9.78	0.17		
Navarro	TX-NA-009.000	6.8	0.17		
Navarro	TX-NA-008.000	6.9	0.17		
Navarro	TX-NA-007.000	7.08	0.18		
Navarro	TX-NA-007.910	0.04	0.01		
Navarro	TX-NA-005.000	2.33	0.16		
Navarro	TX-NA-004.000	6.03	0.43		
Navarro	TX-NA-003.000	1.15	0.08		
Navarro	TX-NA-001.900	0.13	0.01		
Navarro	TX-NA-001.000	6.58	0.28		
Navarro	TX-NA-001.200	13.22			
<b>Freestone County</b>					
Freestone	TX-NA-001.200	13.21	0.56		
Freestone	TX-FR-102.000	161.51	0.87		
Freestone	TX-FR-102.102	46.83	0.04		
Freestone	TX-FR-102.100	1.57	0.06		
Freestone	TX-FR-101.200	1.77	0.03		
Freestone	TX-FR-100.000	1.13	0.07		
Freestone	TX-FR-099.900	0.24	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Freestone	TX-FR-099.000	3.09	0.12		
Freestone	TX-FR-098.000	7.09	0.15		
Freestone	TX-FR-095.900	3.13	0.01		
Freestone	TX-FR-096.000	8.7	0.2		
Freestone	TX-FR-095.200	3.72			
Freestone	TX-FR-097.000	6.17			
Freestone	TX-FR-094.000	14.06	0.29		
Freestone	TX-FR-091.000	13.24	0.22		
Freestone	TX-FR-092.000	11	0.1		
Freestone	TX-FR-095.000	12.45			
Freestone	TX-FR-093.000	4.88			
Freestone	TX-FR-090.000	4.2	0.26		
Freestone	TX-FR-089.000	7.71	0.27		
Freestone	TX-FR-088.000	4.01	0.09		
Freestone	TX-FR-086.000	10.2	0.33		
Freestone	TX-FR-083.000	1.59	0.09		
Freestone	TX-FR-082.000	14.71	0.88		
Freestone	TX-FR-081.000	0.88	0.05		
Freestone	TX-FR-078.900	0.38	0.01		
Freestone	TX-FR-079.100	7.82	0.32		
Freestone	TX-FR-078.000	0.6	0.11		
Freestone	TX-FR-077.000	0.2	0.13		
Freestone	TX-FR-076.000	0.43	0.01		
Freestone	TX-FR-075.000	1.94	0.05		
Freestone	TX-FR-074.000	5.81	0.15		
Freestone	TX-FR-073.000	0.16	0.05		
Freestone	TX-FR-074.310	0.86			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Freestone	TX-FR-072.000	13.27	0.18		
Freestone	TX-FR-071.000	1.17	0.27		
Freestone	TX-FR-03-190.007	1.01	0.07		
Freestone	TX-FR-070.000	1.36	0.1		
Freestone	TX-FR-03-190.006	5.09	0.16		
Freestone	TX-FR-03-190.005	4.19	0.13		
Freestone	TX-FR-067.000	2.71	0.07		
Freestone	TX-FR-066.000	4.89	0.15		
Freestone	TX-FR-03-190.003	2.36	0.17		
Freestone	TX-FR-063.204	4.08	0.15		
Freestone	TX-FR-063.100	4.67	0.14		
Freestone	TX-FR-063.201	0.59	0.02		
Freestone	TX-FR-063.000	1.2	0.06		
Freestone	TX-FR-03-190.000	1.41	0.1		
Freestone	TX-FR-03-189.000	4.26	0.18		
Freestone	TX-FR-060.000	7.28	0.23		
Freestone	TX-FR-03-188.004	22.06	0.43		
Freestone	TX-FR-03-188.220	16.85	0.43		
Freestone	TX-FR-054.250	3.38	0.19		
Freestone	TX-FR-054.240	1.5	0.09		
Freestone	TX-FR-050.250	1.45	0.09		
Freestone	TX-FR-050.240	0.51	0.03		
Freestone	TX-FR-051.220	10.03	0.36		
Freestone	TX-FR-051.210	8.48	0.18		
Freestone	TX-FR-051.200	9.97	0.16		
Freestone	TX-FR-048.215	5.37	0.12		
Freestone	TX-FR-050.210	0.14			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Freestone	TX-FR-048.210	7.09	0.24		
Freestone	TX-FR-050.200	1.58			
Freestone	TX-FR-048.000	12.87	0.39		
Freestone	TX-FR-045.220	9.78	0.32		
Freestone	TX-FR-045.210.100	3.84	0.12		
Freestone	TX-FR-045.200	4.6	0.32		
Freestone	TX-FR-044.000	13.69	0.51		
Freestone	TX-FR-042.210.100	10.08	0.37		
Freestone	TX-FR-044.200	0.06			
Freestone	TX-FR-043.000	0.14	0.17		
Freestone	TX-FR-042.210.102	6.47	0.21		
Freestone	TX-FR-042.210	0.25	0.01		
Freestone	TX-FR-042.900	0.93	0.01		
Freestone	TX-FR-041.220	2.16	0.08		
Freestone	TX-FR-042.000	7.01	0.12		
Freestone	TX-FR-041.000	0.04			
Freestone	TX-FR-040.000	27.73	0.3		
Freestone	TX-FR-039.000	26.46	0.19		
Freestone	TX-FR-038.200	1.75			
Freestone	TX-FR-038.000	12.75	0.21		
Freestone	TX-FR-037.000	2.78	0.03		
Freestone	TX-FR-036.900	12.14	0.3		
Freestone	TX-FR-036.200	9.4			
Freestone	TX-FR-036.000	13.18	0.38		
Freestone	TX-FR-035.000	0.76	0.05		
Freestone	TX-FR-034.000	1.36	0.1		
Freestone	TX-FR-033.000	1.11	0.27		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Freestone	TX-FR-032.000	0.27	0.02		
Freestone	TX-FR-031.000	2.09	0.15		
Freestone	TX-FR-030.000	1.33	0.08		
Freestone	TX-FR-030.200	0.26	0.02		
Freestone	TX-FR-029.100	2.17	0.15		
Freestone	TX-FR-029.000	1.65	0.12		
Freestone	TX-FR-029.200	0.65			
Freestone	TX-FR-026.900	0.22	0.01		
Freestone	TX-FR-028.000	4.63	0.3		
Freestone	TX-FR-026.000	7.62	0.23		
Freestone	TX-FR-025.000	4.92	0.08		
Freestone	TX-FR-024.000	3.6	0.1		
Freestone	TX-FR-021.000	5.22	0.36		
Freestone	TX-FR-019.000	2.53	0.12		
Freestone	TX-FR-019.100	2.81	0.09		
Freestone	TX-FR-018.000	3.55	0.08		
Freestone	TX-FR-018.100	1.17	0.07		
Freestone	TX-FR-017.000	1.17	0.05		
Freestone	TX-FR-016.000	1.06	0.05		
Freestone	TX-FR-015.000	1.02	0.05		
Freestone	TX-FR-014.000	0.77	0.04		
Freestone	TX-FR-013.150	0.93	0.04		
Freestone	TX-FR-013.140	1.01	0.04		
Freestone	TX-FR-013.130	1.02	0.04		
Freestone	TX-FR-013.000	1.32	0.04		
Freestone	TX-FR-012.000	2.43	0.07		
Freestone	TX-FR-012.100	0.02	0.01		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Freestone	TX-FR-011.120	1.43	0.04		
Freestone	TX-FR-011.110	3.86	0.12		
Freestone	TX-FR-011.100	4.13	0.12		
Freestone	TX-FR-011.000	10.63	0.24		
Freestone	TX-FR-010.140	5.96	0.4		
Freestone	TX-FR-010.130	0.22			
Freestone	TX-FR-010.150	0.79	0.08		
Freestone	TX-FR-008.000	15.13	0.64		
Freestone	TX-FR-007.000	2.44	0.07		
Freestone	TX-FR-006.000	2.56	0.08		
Freestone	TX-FR-005.000	2.09	0.06		
Freestone	TX-FR-004.000	2.3	0.06		
Freestone	TX-FR-003.000	2.64	0.07		
Freestone	TX-FR-002.000	21.4	0.61		
Freestone	TX-FR-001.000	19.92	0.54		
<b>Limestone County</b>					
Limestone	TX-LI-040.000	12.71	0.35		
Limestone	TX-FR-001.310	1.54	0.03		
Limestone	TX-LI-038.000	7.14	0.25		
Limestone	TX-LI-037.000	6.64	0.19		
Limestone	TX-LI-036.000	2.42	0.1		
Limestone	TX-LI-035.000	14.6	0.35		
Limestone	TX-LI-033.000	11.13	0.12		
Limestone	TX-LI-032.000	0.04			
Limestone	TX-LI-031.100	4.6	0.18		
Limestone	TX-LI-031.000	7.58	0.24		
Limestone	TX-LI-030.000	18.44	0.41		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Limestone	TX-LI-029.000	3.69	0.12		
Limestone	TX-LI-028.220	4.32	0.16		
Limestone	TX-LI-028.180	1.46	0.09		
Limestone	TX-LI-028.208	0.14			
Limestone	TX-LI-028.170	10.88	0.29		
Limestone	TX-LI-028.130	10.74	0.26		
Limestone	TX-LI-028.120	4.16	0.12		
Limestone	TX-LI-028.201	0.82	0.06		
Limestone	TX-LI-028.000	5.73	0.48		
Limestone	TX-LI-027.250	7	0.5		
Limestone	TX-LI-027.205	2.64	0.19		
Limestone	TX-LI-027.220.100	4.61	0.22		
Limestone	TX-LI-027.220	10.32	0.4		
Limestone	TX-LI-027.210	3.22	0.07		
Limestone	TX-LI-027.213	4.09	0.21		
Limestone	TX-LI-027.212	3.3	0.21		
Limestone	TX-LI-027.211	3.3	0.2		
Limestone	TX-LI-024.216	4.17	0.19		
Limestone	TX-LI-024.213	28.65	0.15		
Limestone	TX-LI-024.216	4.15	0.09		
Limestone	TX-LI-024.214	2.02			
Limestone	TX-LI-024.210.120	8.94	0.21		
Limestone	TX-LI-024.210.110	0.65	0.43		
Limestone	TX-LI-024.210	2.8	0.13		
Limestone	TX-LI-024.204	5.73	0.18		
Limestone	TX-LI-024.201	5.44	0.36		
Limestone	TX-LI-021.280	2.11	0.16		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Limestone	TX-LI-021.290	4.57	0.35		
Limestone	TX-LI-021.270	1.84			
Limestone	TX-LI-017.230	15.6	0.54		
Limestone	TX-LI-017.000	0.12			
Limestone	TX-LI-017.200	6.56	0.31		
Limestone	TX-LI-013.000	0.12			
Limestone	TX-LI-012.900	0.19	0.01		
Limestone	TX-LI-015.220	1.14	0.08		
Limestone	TX-LI-015.220.100	0.15	0.01		
Limestone	TX-LI-015.210	6.65	0.37		
Limestone	TX-LI-011.210	4.41	0.19		
Limestone	TX-LI-011.220	7.46	0.29		
Limestone	TX-LI-009.000	2.17	0.16		
Limestone	TX-LI-005.900	0.06	0.01		
Limestone	TX-LI-005.210	6.57	0.39		
Limestone	TX-LI-003.900	0.53	0.01		
Limestone	TX-LI-007.100	1.18	0.08		
Limestone	TX-LI-009.910	0.08	0.01		
Limestone	TX-LI-006.200	4.15	0.28		
Limestone	TX-LI-003.203	4.06	0.13		
Limestone	TX-LI-003.202	3.9	0.1		
Limestone	TX-LI-003.201	3.87	0.08		
Limestone	TX-LI-001.200	5.16	0.34		
<b>Leon County</b>					
Leon	TX-LE-099.200	1.74			
Leon	TX-LE-099.250	10.1	0.07		
Leon	TX-LE-099.240	5.03	0.07		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Leon	TX-LE-099.230	2.04	0.08		
Leon	TX-LE-099.220	4.46	0.08		
Leon	TX-LE-099.215	41.41	1.15		
Leon	TX-LE-099.205	7.34	0.28		
Leon	TX-LE-095.000	32.74	0.63		
Leon	TX-LE-090.300	2.22	0.22		
Leon	TX-LE-095.910	5.3	0.01		
Leon	TX-LE-091.000	5.66	0.23		
Leon	TX-LE-090.000	15.34	0.52		
Leon	TX-LE-088.000	19.83	0.5		
Leon	TX-LE-086.000	15.37	0.31		
Leon	TX-LE-085.000	1.84	0.12		
Leon	TX-LE-084.000	2.47	0.12		
Leon	TX-LE-083.100	20.64	0.27		
Leon	TX-LE-083.000	4.14	0.26		
Leon	TX-LE-083.210	0.35			
Leon	TX-LE-082.100	0.59	0.02		
Leon	TX-LE-082.000	12.3	0.53		
Leon	TX-LE-082.110	0.45			
Leon	TX-LE-081.000	1.91			
Leon	TX-LE-080.105	8.35	0.24		
Leon	TX-LE-080.100	9.02	0.26		
Leon	TX-LE-079.110	1.06	0.03		
Leon	TX-LE-079.100	5.3	0.23		
Leon	TX-LE-079.000	2.93			
Leon	TX-LE-078.000	12.69	0.42		
Leon	TX-LE-074.900	0.38	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Leon	TX-LE-074.000	4.26	0.29		
Leon	TX-LE-074.920	2.39	0.01		
Leon	TX-LE-073.000	28.19	0.25		
Leon	TX-LE-072.000	35.02	0.13		
Leon	TX-LE-074.305	101.51			
Leon	TX-LE-072.300	3.65			
Leon	TX-LE-072.320	0.72			
Leon	TX-LE-070.000	62.1	0.63		
Leon	TX-LE-069.000	33.76	0.44		
Leon	TX-LE-066.000	17.77	0.8		
Leon	TX-LE-065.000	6.56	0.36		
Leon	TX-LE-063.000	17.01	0.3		
Leon	TX-LE-062.000	9.03	0.28		
Leon	TX-LE-061.000	18.59	0.72		
Leon	TX-LE-060.000	11.76	0.48		
Leon	TX-LE-059.000	2.93	0.13		
Leon	TX-LE-059.105	0.23			
Leon	TX-LE-059.100	3.54	0.2		
Leon	TX-LE-T-084.900	0.5			
Leon	TX-LE-057.100	2.15	0.15		
Leon	TX-LE-056.100	1.69	0.12		
Leon	TX-LE-056.000	24.95	0.37		
Leon	TX-LE-055.310	0.38			
Leon	TX-LE-56.116	0.63			
Leon	TX-LE-055.120	7.41	0.13		
Leon	TX-LE-055.110	6.53	0.1		
Leon	TX-LE-055.100	6.29	0.17		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Leon	TX-LE-055.000	2.32	0.1		
Leon	TX-LE-054.000	0.58	0.03		
Leon	TX-LE-052.000	3.27	0.1		
Leon	TX-LE-052.100	14.15	0.14		
Leon	TX-LE-052.305.100	0.23			
Leon	TX-LE-052.305.102	0.02			
Leon	TX-LE-051.910	0.6	0.02		
Leon	TX-LE-051.105	0.41	0.03		
Leon	TX-LE-051.100	2.11	0.08		
Leon	TX-LE-051.115	3.38	0.09		
Leon	TX-LE-050.900	0.5	0.01		
Leon	TX-LE-050.000	3.18	0.06		
Leon	TX-LE-049.000	26.89	0.29		
Leon	TX-LE-048.320	0.12			
Leon	TX-LE-03-002.005.110	2.78			
Leon	TX-LE-03-002.005.255	0.03			
Leon	TX-LE-048.000	5.61	0.11		
Leon	TX-LE-048.001	1.01	0.05		
Leon	TX-LE-047.000	4.5	0.16		
Leon	TX-LE-03-002.005.250	0.54			
Leon	TX-LE-046.000	5.51	0.12		
Leon	TX-LE-044.000	4.44	0.13		
Leon	TX-LE-043.000	2.8	0.15		
Leon	TX-LE-041.000	0.22	0.01		
Leon	TX-LE-040.000	3.13	0.23		
Leon	TX-LE-039.000	0.29	0.01		
Leon	TX-LE-038.000	30.9	0.78		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Leon	TX-LE-037.000	9.48	0.19		
Leon	TX-LE-036.000	16.6	0.53		
Leon	TX-LE-032.000	27.57	1		
Leon	TX-LE-028.000	17.28	0.82		
Leon	TX-LE-027.100	10.32	0.37		
Leon	TX-LE-027.110	4.76	0.15		
Leon	TX-LE-025.310	11.62	0.2		
Leon	TX-LE-026.000	37.51	0.88		
Leon	TX-LE-025.000	13.76	0.65		
Leon	TX-LE-023.000	14.7	0.59		
Leon	TX-LE-024.000	1.45	0.01		
Leon	TX-LE-023.300	11.99	0.44		
Leon	TX-LE-022.000	1.47	0.04		
Leon	TX-LE-020.000	24	0.73		
Leon	TX-LE-017.310	0.74			
Leon	TX-LE-018.000	34.02	0.85		
Leon	TX-LE-017.100	10.84	0.2		
Leon	TX-LE-017.105	4.44	0.13		
Leon	TX-LE-014.900	0.39	0.01		
Leon	TX-LE-014.345	2.8	0.18		
Leon	TX-LE-014.340	6.71	0.26		
Leon	TX-LE-015.000	22.27	0.43		
Leon	TX-LE-015.310	0.47			
Leon	TX-LE-015.300	2.4			
Leon	TX-LE-014.320	7.21			
Leon	TX-LE-014.320.100	1.43			
Leon	TX-LE-014.002	3.25	0.08		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Leon	TX-LE-014.100	7.14	0.08		
Leon	TX-LE-014.001	5.89	0.15		
Leon	TX-LE-014.000	7.06	0.17		
Leon	TX-LE-014.300	6.47	0.17		
Leon	TX-LE-014.300.100	0.39	0.01		
Leon	TX-LE-011.310	6.92	0.2		
Leon	TX-LE-011.300	6.78	0.22		
Leon	TX-LE-009.300	0.77	0.01		
Leon	TX-LE-011.305	1.54	0.06		
Leon	TX-LE-007.000	24	0.86		
Leon	TX-LE-006.000	1.87	0.07		
Leon	TX-LE-005.000	9.4	0.24		
Leon	TX-LE-004.000	9.26	0.26		
Leon	TX-LE-003.000	1.46	0.03		
Leon	TX-LE-002.000	6.85	0.23		
Leon	TX-LE-001.000	8.31	0.41		
Leon	TX-LE-03-001.029	1.32	0.09		
<b>Madison County</b>					
Madison	TX-MA-070.000	56.42	0.23		
Madison	TX-MA-068.000	33	0.72		
Madison	TX-MA-067.000	7.16	0.48		
Madison	TX-MA-067.100	0.16	0.01		
Madison	TX-MA-066.000	5.11	0.25		
Madison	TX-MA-065.000	8.91	0.22		
Madison	TX-MA-064.000	4.52	0.22		
Madison	TX-MA-064.320	0.11			
Madison	TX-MA-064.330	2.02			

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Madison	TX-MA-062.000	4.02	0.23		
Madison	TX-MA-061.000	0.32	0.01		
Madison	TX-MA-060.000	6.49	0.14		
Madison	TX-MA-059.000	6.43	0.19		
Madison	TX-MA-058.000	4.18	0.11		
Madison	TX-MA-057.000	3.2	0.17		
Madison	TX-MA-055.000	1.58	0.09		
Madison	TX-MA-056.000	0.13	0.01		
Madison	TX-MA-054.100	0.19	0.01		
Madison	TX-MA-054.000	0.62	0.04		
Madison	TX-MA-052.900	0.3	0.01		
Madison	TX-MA-053.000	4.51	0.29		
Madison	TX-MA-052.000	4.65	0.27		
Madison	TX-MA-051.000	20.61	0.47		
Madison	TX-MA-049.900	1.08			
Madison	TX-MA-049.000	22.2	0.29		
Madison	TX-MA-049.320	8.97			
Madison	TX-MA-O3-001.016	6.39			
Madison	TX-MA-048.100	11.8	0.07		
Madison	TX-MA-048.000	29.78	0.56		
Madison	TX-MA-047.000	3.26	0.08		
Madison	TX-MA-047.300	0.07	0.1		
Madison	TX-MA-045.000	3.1	0.07		
Madison	TX-MA-044.000	1.72	0.02		
Madison	TX-MA-043.000	14.96			
Madison	TX-MA-042.000	4.51	0.13		
Madison	TX-MA-041.000	8.89	0.14		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Madison	TX-MA-03-001.015	0.33			
Madison	TX-MA-040.000	1.08	0.04		
Madison	TX-MA-039.000	6.32	0.27		
Madison	TX-MA-038.000	3.22	0.18		
Madison	TX-MA-037.000	7.33	0.23		
Madison	TX-MA-032.000	15.8	0.04		
Madison	TX-MA-031.000	25.62	1		
Madison	TX-MA-029.910	0.53			
Madison	TX-MA-029.000	10.51	0.46		
Madison	TX-MA-030.000	2.35	0.11		
Madison	TX-MA-029.100	1.82	0.07		
Madison	TX-MA-028.210	19.54	0.53		
Madison	TX-MA-027.300	0.42			
Madison	TX-MA-028.200	5.66	0.01		
Madison	TX-MA-027.000	2.34	0.07		
Madison	TX-MA-026.000	14.49	0.44		
Madison	TX-MA-023.900	0.53			
Madison	TX-MA-025.000	44.77	0.33		
Madison	TX-MA-024.000	1.17	0.23		
Madison	TX-MA-023.000	1.6	0.09		
Madison	TX-MA-022.000	0.6	0.04		
Madison	TX-MA-021.000	0.83	0.06		
Madison	TX-MA-020.000	1.2	0.08		
Madison	TX-MA-019.000	1.13	0.08		
Madison	TX-MA-018.000	6.63	0.3		
Madison	TX-MA-017.000	5.53	0.24		
Madison	TX-MA-016.000	0.47	0.04		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Madison	TX-MA-O3-001.003	0.05			
Madison	TX-MA-015.000	4.17	0.28		
Madison	TX-MA-014.000	4.79	0.18		
Madison	TX-MA-013.000	11.76	0.49		
Madison	TX-MA-012.000	22.12	0.7		
Madison	TX-MA-011.000	0.15	0.01		
Madison	TX-MA-009.200	0.22	0.02		
Madison	TX-MA-009.000	4.57	0.21		
Madison	TX-MA-010.000	1.09	0.01		
Madison	TX-MA-008.000	2.83	0.12		
Madison	TX-MA-007.000	2.47	0.1		
Madison	TX-MA-006.000	2.36	0.11		
Madison	TX-MA-005.000	1.92	0.07		
Madison	TX-MA-003.000	24.18	0.72		
Madison	TX-MA-004.000	9.91	0.37		
Madison	TX-MA-002.000	1.17			
Madison	TX-MA-001.000	27.08	0.69		
<b>Grimes County</b>					
Grimes	TX-GR-247.001				
Grimes	TX-GR-247.000	3.51	0.15		
Grimes	TX-GR-246.120	1.29	0.09		
Grimes	TX-GR-246.100	14.2	0.82		
Grimes	TX-GR-246.000	4.57	0.32		
Grimes	TX-GR-244.000	4.99	0.19		
Grimes	TX-GR-243.000	12.98	0.5		
Grimes	TX-GR-242.110	7.56	0.13		
Grimes	TX-GR-242.100	5.46	0.23		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-242.000	5.98	0.26		
Grimes	TX-GR-241.110	4.88	0.34		
Grimes	TX-GR-241.100	1.9	0.12		
Grimes	TX-GR-241.000	4.27	0.24		
Grimes	TX-GR-240.000	18.07	0.53		
Grimes	TX-GR-239.000	19.45	0.83		
Grimes	TX-GR-238.000	1.96	0.09		
Grimes	TX-GR-237.000	2.89	0.08		
Grimes	TX-GR-236.000	5.62	0.18		
Grimes	TX-GR-235.000	3.38	0.11		
Grimes	TX-GR-234.000	24.13	0.47		
Grimes	TX-GR-233.000	132.54	3		
Grimes	TX-GR-231.000	14.62	0.63		
Grimes	TX-GR-230.000	15.15	0.51		
Grimes	TX-GR-229.000	10.22	0.5		
Grimes	TX-GR-228.000	9.91	0.42		
Grimes	TX-GR-227.000	4.42	0.1		
Grimes	TX-GR-226.000	5.42	0.13		
Grimes	TX-GR-225.100	4.13	0.14		
Grimes	TX-GR-225.000	3.16	0.12		
Grimes	TX-GR-224.000	8.17	0.3		
Grimes	TX-GR-223.000	6.65	0.16		
Grimes	TX-GR-221.110	24.43	0.1		
Grimes	TX-GR-222.000	1.17	0.07		
Grimes	TX-GR-221.100	32.08	0.03		
Grimes	TX-GR-221.105	2.21	0.06		
Grimes	TX-GR-221.000	3.6	0.14		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-219.200	0.61			
Grimes	TX-GR-220.000	60.55	0.29		
Grimes	TX-GR-219.000	3.44	0.22		
Grimes	TX-GR-218.000	4.33	0.3		
Grimes	TX-GR-217.000	4.11	0.28		
Grimes	TX-GR-215.000	3.34	0.22		
Grimes	TX-GR-216.200	0.1			
Grimes	TX-GR-216.000	0.09			
Grimes	TX-GR-213.000	16.1	1.05		
Grimes	TX-GR-214.300	5.16			
Grimes	TX-GR-214.000	1.02	0.09		
Grimes	TX-GR-211.000	8.57	0.35		
Grimes	TX-GR-210.000	13.6	0.3		
Grimes	TX-GR-209.000	16.07	0.36		
Grimes	TX-GR-207.000	6.0	0.21		
Grimes	TX-GR-206.100	3.46	0.06		
Grimes	TX-GR-206.000	2.96	0.06		
Grimes	TX-GR-205.000	4.18	0.05		
Grimes	TX-GR-204.100	1.44			
Grimes	TX-GR-204.102	5.19	0.12		
Grimes	TX-GR-203.200	0.02			
Grimes	TX-GR-203.300	4.02			
Grimes	TX-GR-204.000	6.03	0.16		
Grimes	TX-GR-203.000	5.78	0.16		
Grimes	TX-GR-202.000	12.03	0.27		
Grimes	TX-GR-201.000	21.61	0.6		
Grimes	TX-GR-201.100	0.42			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-201.110	0.15			
Grimes	TX-GR-200.000	24.32	0.22		
Grimes	TX-GR-199.000	0.34	0.02		
Grimes	TX-GR-197.000	5.08	0.35		
Grimes	TX-GR-196.000	5.45	0.38		
Grimes	TX-GR-195.000	0.15	0.01		
Grimes	TX-GR-194.000	32.09	1.02		
Grimes	TX-GR-193.000	0.62	0.06		
Grimes	TX-GR-192.100	1.2	0.08		
Grimes	TX-GR-192.000	0.23	0.01		
Grimes	TX-GR-191.000	18.64	0.92		
Grimes	TX-GR-190.000	3.33	0.08		
Grimes	TX-GR-190.110	0.7			
Grimes	TX-GR-189.000	6.61	0.23		
Grimes	TX-GR-188.000	4.41	0.1		
Grimes	TX-GR-187.000	0.81	0.02		
Grimes	TX-GR-186.000	15	0.62		
Grimes	TX-GR-185.000	9.42	0.39		
Grimes	TX-GR-182.000	8.92	0.29		
Grimes	TX-GR-183.000	4.87			
Grimes	TX-GR-184.000	5.62	0.03		
Grimes	TX-GR-179.210	0.18			
Grimes	TX-GR-181.200	0.3			
Grimes	TX-GR-181.210	0.59			
Grimes	TX-GR-184.300	1.32			
Grimes	TX-GR-180.200	1.21			
Grimes	TX-GR-179.130	0.08			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-179.000	1.11			
Grimes	TX-GR-179.120	0.05			
Grimes	TX-GR-179.110	0.13			
Grimes	TX-GR-181.000	6.6	0.05		
Grimes	TX-GR-178.100	7.66	0.32		
Grimes	TX-GR-180.100	1.63			
Grimes	TX-GR-180.300	0.64			
Grimes	TX-GR-180.310	0.41			
Grimes	TX-GR-178.000	7.14	0.31		
Grimes	TX-GR-180.000	1.8			
Grimes	TX-GR-177.000	16.47	0.68		
Grimes	TX-GR-176.000	25.07			
Grimes	TX-GR-175.000	13.59	0.73		
Grimes	TX-GR-175.300	0.08			
Grimes	TX-GR-173.000	16.5	0.66		
Grimes	TX-GR-172.000	1.51	0.11		
Grimes	TX-GR-171.000	0.74			
Grimes	TX-GR-170.000	18.38	0.65		
Grimes	TX-GR-168.340	0.19			
Grimes	TX-GR-169.200	0.33			
Grimes	TX-GR-168.200	0.1			
Grimes	TX-GR-169.000	1.55			
Grimes	TX-GR-167.000	13.07	0.52		
Grimes	TX-GR-168.330	0.95			
Grimes	TX-GR-167.000	0.02			
Grimes	TX-GR-165.000	16.11	0.79		
Grimes	TX-GR-163.000	17.9	0.74		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-162.000	7.14	0.26		
Grimes	TX-GR-161.000	0.45	0.03		
Grimes	TX-GR-160.000	0.92	0.02		
Grimes	TX-GR-159.000	0.67	0.04		
Grimes	TX-GR-158.320	0.8			
Grimes	TX-GR-158.000	0.62	0.04		
Grimes	TX-GR-158.350	0.35			
Grimes	TX-GR-157.000	0.78	0.05		
Grimes	TX-GR-156.320	0.48			
Grimes	TX-GR-156.000	0.6	0.04		
Grimes	TX-GR-155.320	0.5			
Grimes	TX-GR-155.000	0.49	0.04		
Grimes	TX-GR-154.320	0.46			
Grimes	TX-GR-154.000	0.37	0.04		
Grimes	TX-GR-153.330	0.5			
Grimes	TX-GR-154.240	0.87			
Grimes	TX-GR-153.000	0.44	0.04		
Grimes	TX-GR-152.310	0.16			
Grimes	TX-GR-150.220	0.05			
Grimes	TX-GR-150.240	0.72			
Grimes	TX-GR-149.230	0.12			
Grimes	TX-GR-149.240	0.32			
Grimes	TX-GR-152.000	0.36	0.04		
Grimes	TX-GR-151.340	0.54			
Grimes	TX-GR-151.000	0.21	0.03		
Grimes	TX-GR-150.370	0.29			
Grimes	TX-GR-150.000	0.24	0.04		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-150.340	0.61			
Grimes	TX-GR-148.220	0.13			
Grimes	TX-GR-149.000	0.14	0.03		
Grimes	TX-GR-149.300	0.6			
Grimes	TX-GR-147.220	0.21			
Grimes	TX-GR-148.000	0.2	0.03		
Grimes	TX-GR-147.210	0.29			
Grimes	TX-GR-146.000	0.21	0.01		
Grimes	TX-GR-147.000	0.65	0.02		
Grimes	TX-GR-147.340	0.07			
Grimes	TX-GR-145.210	0.44			
Grimes	TX-GR-144.000	0.68	0.04		
Grimes	TX-GR-145.000	0.58	0.01		
Grimes	TX-GR-145.310	0.43			
Grimes	TX-GR-146.200	0.2			
Grimes	TX-GR-144.200	1.1			
Grimes	TX-GR-135.200	0.13			
Grimes	TX-GR-135.210	0.72			
Grimes	TX-GR-143.000	0.3	0.03		
Grimes	TX-GR-144.300	0.82			
Grimes	TX-GR-142.000	0.18			
Grimes	TX-GR-141.000	0.19	0.01		
Grimes	TX-GR-140.000	0.21	0.01		
Grimes	TX-GR-139.000	0.19	0.01		
Grimes	TX-GR-138.000	0.16	0.01		
Grimes	TX-GR-137.000	0.16	0.01		
Grimes	TX-GR-136.000	0.16	0.01		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-135.000	0.16	0.01		
Grimes	TX-GR-134.000	0.16	0.01		
Grimes	TX-GR-133.000	0.16	0.01		
Grimes	TX-GR-132.000	0.16	0.01		
Grimes	TX-GR-131.000	0.17	0.01		
Grimes	TX-GR-130.000	0.18	0.01		
Grimes	TX-GR-129.000	0.23	0.01		
Grimes	TX-GR-128.000	0.23	0.01		
Grimes	TX-GR-127.000	0.23	0.01		
Grimes	TX-GR-126.000	0.22	0.01		
Grimes	TX-GR-125.000	0.22	0.01		
Grimes	TX-GR-124.000	0.21	0.01		
Grimes	TX-GR-123.000	0.21	0.01		
Grimes	TX-GR-122.000	0.21	0.01		
Grimes	TX-GR-121.000	0.21	0.01		
Grimes	TX-GR-120.000	0.21	0.01		
Grimes	TX-GR-119.000	0.22	0.01		
Grimes	TX-GR-118.000	0.2	0.01		
Grimes	TX-GR-117.000	0.32	0.02		
Grimes	TX-GR-135.200	0.11			
Grimes	TX-GR-135.210	0.68			
Grimes	TX-GR-134.200	0.02			
Grimes	TX-GR-AM-005.000	1.38			
Grimes	TX-GR-132.220	0.02			
Grimes	TX-GR-132.200	0.04			
Grimes	TX-GR-131.240	0.04			
Grimes	TX-GR-130.210	0.06			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-130.200	0.04			
Grimes	TX-GR-128.240	0.02			
Grimes	TX-GR-128.230	0.05			
Grimes	TX-GR-127.210	0.19			
Grimes	TX-GR-126.240	0.05			
Grimes	TX-GR-126.200	0.02			
Grimes	TX-GR-124.200	0.04			
Grimes	TX-GR-124.210	0.01			
Grimes	TX-GR-123.210	0.01			
Grimes	TX-GR-122.220	0.04			
Grimes	TX-GR-122.210	0.001			
Grimes	TX-GR-120.210	0.001			
Grimes	TX-GR-120.200	0.03			
Grimes	TX-GR-118.240	0.04			
Grimes	TX-GR-117.200	0.14			
Grimes	TX-GR-118.250	0.09			
Grimes	TX-GR-116.220	0.03			
Grimes	TX-GR-115.200	0.02			
Grimes	TX-GR-138.300	0.36			
Grimes	TX-GR-138.310	0.16			
Grimes	TX-GR-136.300	0.37			
Grimes	TX-GR-136.310	0.07			
Grimes	TX-GR-133.300	0.38			
Grimes	TX-GR-133.310	0.03			
Grimes	TX-GR-131.300	0.37			
Grimes	TX-GR-131.310	0.03			
Grimes	TX-GR-128.300	0.35			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-128.310	0.01			
Grimes	TX-GR-126.300	0.35			
Grimes	TX-GR-126.310	0.02			
Grimes	TX-GR-123.300	0.42			
Grimes	TX-GR-122.300	0.2			
Grimes	TX-GR-121.300	0.17			
Grimes	TX-GR-120.300	0.17			
Grimes	TX-GR-119.300	0.17			
Grimes	TX-GR-118.300	0.18			
Grimes	TX-GR-117.300	0.16			
Grimes	TX-GR-116.300	0.23			
Grimes	TX-GR-116.000	0.19	0.02		
Grimes	TX-GR-115.000	0.19	0.02		
Grimes	TX-GR-115.300	0.67			
Grimes	TX-GR-114.000	0.17	0.02		
Grimes	TX-GR-114.300	0.36			
Grimes	TX-GR-113.000	0.19	0.02		
Grimes	TX-GR-113.300	0.32			
Grimes	TX-GR-112.000	0.17	0.02		
Grimes	TX-GR-112.300	0.29			
Grimes	TX-GR-111.000	0.21	0.02		
Grimes	TX-GR-111.300	0.31			
Grimes	TX-GR-110.000	0.16	0.02		
Grimes	TX-GR-109.300	0.34			
Grimes	TX-GR-109.000	0.16	0.02		
Grimes	TX-GR-108.300	0.39			
Grimes	TX-GR-108.310	0.47			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-108.000	0.56	0.03		
Grimes	TX-GR-107.000	0.57	0.02		
Grimes	TX-GR-106.000	0.81	0.03		
Grimes	TX-GR-105.000	0.74	0.03		
Grimes	TX-GR-104.000	0.55	0.03		
Grimes	TX-GR-103.000	0.34	0.03		
Grimes	TX-GR-102.000	0.28	0.03		
Grimes	TX-GR-101.000	0.15			
Grimes	TX-GR-100.000	0.04			
Grimes	TX-GR-098.000	8.57	0.1		
Grimes	TX-GR-098.100	0.2	0.01		
Grimes	TX-GR-097.100	19.42	1		
Grimes	TX-GR-097.000	2.63	0.11		
Grimes	TX-GR-096.000	9.84	0.26		
Grimes	TX-GR-095.000	5.23	0.58		
Grimes	TX-GR-094.100	6.62	0.43		
Grimes	TX-GR-094.000	1.35	0.09		
Grimes	TX-GR-093.000	2.66	0.18		
Grimes	TX-GR-092.000	2.55	0.19		
Grimes	TX-GR-091.100	0.88	0.06		
Grimes	TX-GR-091.000	1.03	0.08		
Grimes	TX-GR-090.000	1.12	0.07		
Grimes	TX-GR-088.100	0.73	0.05		
Grimes	TX-GR-088.000	0.69	0.05		
Grimes	TX-GR-087.100	0.45	0.03		
Grimes	TX-GR-087.000	0.13			
Grimes	TX-GR-088.300	0.56			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-084.000	22.39	0.44		
Grimes	TX-GR-086.000	0.23			
Grimes	TX-GR-085.000	3.17	0.22		
Grimes	TX-GR-083.000	1.2	0.06		
Grimes	TX-GR-081.300	0.36	0.1		
Grimes	TX-GR-080.000	2.41	0.13		
Grimes	TX-GR-080.110	1.2	0.2		
Grimes	TX-GR-075.300	2.88	0.06		
Grimes	TX-GR-079.000	0.65			
Grimes	TX-GR-078.000	0.38			
Grimes	TX-GR-077.000	0.08			
Grimes	TX-GR-076.000	0.02			
Grimes	TX-GR-075.000	11.59	0.67		
Grimes	TX-GR-075.100	3.26	0.22		
Grimes	TX-GR-071.300	1.34	0.1		
Grimes	TX-GR-072.000	5.75			
Grimes	TX-GR-071.000	127.16	0.26		
Grimes	TX-GR-069.000	3.36	0.23		
Grimes	TX-GR-068.300.100	2.74	0.09		
Grimes	TX-GR-068.300.110	0.81	0.03		
Grimes	TX-GR-068.300	1.61	0.04		
Grimes	TX-GR-065.310.100	0.07			
Grimes	TX-GR-059.310	7.83	0.2		
Grimes	TX-GR-059.000	0.64			
Grimes	TX-GR-058.000	0.71			
Grimes	TX-GR-054.000 (1/2)	2.57	0.09		
Grimes	TX-GR-054.000 (1/2)	5.83	0.24		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-053.000	3.75	0.14		
Grimes	TX-GR-052.000	3.21	0.14		
Grimes	TX-GR-049.000	5.73	0.28		
Grimes	TX-GR-051.000	1.9	0.14		
Grimes	TX-GR-050.000	0.16			
Grimes	TX-GR-048.000	6.83	0.25		
Grimes	TX-GR-047.000	5.58	0.24		
Grimes	TX-GR-046.000	5.98	0.28		
Grimes	TX-GR-045.000	6.39	0.27		
Grimes	TX-GR-044.000	2.04	0.08		
Grimes	TX-GR-043.000	2.03	0.09		
Grimes	TX-GR-042.000	2.32	0.1		
Grimes	TX-GR-041.000	3.8	0.12		
Grimes	TX-GR-040.000	8.26	0.14		
Grimes	TX-GR-039.000	6.17	0.26		
Grimes	TX-GR-039.220	0.22			
Grimes	TX-GR-038.000	2.97	0.13		
Grimes	TX-GR-037.000	1.97	0.08		
Grimes	TX-GR-036.000	0.14			
Grimes	TX-GR-035.000	6.72	0.3		
Grimes	TX-GR-034.000	1.36	0.06		
Grimes	TX-GR-033.000	2.28	0.11		
Grimes	TX-GR-033.310	0.57	0.03		
Grimes	TX-GR-032.100	4.53	0.06		
Grimes	TX-GR-032.000	1.12	0.08		
Grimes	TX-GR-031.000	1.12	0.08		
Grimes	TX-GR-030.000	0.61	0.04		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-030.100	0.54	0.04		
Grimes	TX-GR-029.000	0.72	0.05		
Grimes	TX-GR-028.000	0.72	0.05		
Grimes	TX-GR-027.100	0.59	0.04		
Grimes	TX-GR-027.000	0.5	0.04		
Grimes	TX-GR-026.000	0.8	0.06		
Grimes	TX-GR-025.000	0.61	0.06		
Grimes	TX-GR-024.000	0.23			
Grimes	TX-GR-023.000	1.33	0.08		
Grimes	TX-GR-022.000	1.29	0.08		
Grimes	TX-GR-020.000	2.41	0.14		
Grimes	TX-GR-019.000	1.05	0.06		
Grimes	TX-GR-018.000	0.77	0.03		
Grimes	TX-GR-017.000	1.71	0.07		
Grimes	TX-GR-016.000	1.07	0.04		
Grimes	TX-GR-015.000	0.7	0.03		
Grimes	TX-GR-014.000	1.07	0.04		
Grimes	TX-GR-013.000	0.75	0.02		
Grimes	TX-GR-012.000	0.89	0.04		
Grimes	TX-GR-011.000	0.66	0.03		
Grimes	TX-GR-010.000	0.53	0.02		
Grimes	TX-GR-009.000	0.53	0.02		
Grimes	TX-GR-008.000	0.52	0.03		
Grimes	TX-GR-007.000	0.69	0.03		
Grimes	TX-GR-006.000	0.83	0.03		
Grimes	TX-WA-O1-029-000	0.17			
Grimes	TX-GR-006.210	2.4			

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Grimes	TX-GR-005.000	0.77	0.04		
Grimes	TX-GR-004.000	0.89	0.04		
Grimes	TX-GR-003.000	0.88	0.04		
Grimes	TX-GR-002.000	0.92	0.04		
Grimes	TX-GR-001.000	0.18	0.01		
<b>Waller County</b>					
Waller	TX-WA-O1-053.000	0.22	0.01		
Waller	TX-WA-053.360	0.91			
Waller	TX-WA-O1-044.000	0.72	0.03		
Waller	TX-WA-O1-043.000	0.62	0.03		
Waller	TX-WA-O1-042.000	0.62	0.03		
Waller	TX-WA-O1-041.000	0.62	0.03		
Waller	TX-WA-O1-040.000	0.63	0.03		
Waller	TX-WA-O1-039.000	0.63	0.03		
Waller	TX-WA-O1-038.000	0.66	0.03		
Waller	TX-WA-O1-029.000	3.22			
Waller	TX-WA-AM-001.000	0.36			
Waller	TX-WA-O1-037.000	0.75	0.03		
Waller	TX-WA-O1-030.300	0.39			
Waller	TX-WA-O1-030.345	0.11			
Waller	TX-WA-O1-036.000	0.67	0.03		
Waller	TX-WA-029.208	0.03			
Waller	TX-WA-029-206	0.06			
Waller	TX-WA-029.200	1.78			
Waller	TX-WA-O1-035.000	0.7	0.03		
Waller	TX-WA-O1-034.000	0.66	0.03		
Waller	TX-WA-O1-033.000	0.4	0.03		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Waller	TX-WA-O1-032.000	0.39	0.03		
Waller	TX-WA-O1-031.000	0.36	0.03		
Waller	TX-WA-O1-030.000	0.62	0.03		
Waller	TX-WA-050.900	0.54	0.01		
Waller	TX-WA-053.000	3.02	0.07		
Waller	TX-WA-O1-052.000	2.72	0.07		
Waller	TX-WA-O2-050.001	0.86			
Waller	TX-WA-O1-051.000	2.16	0.07		
Waller	TX-WA-O2-050.110	0.43			
Waller	TX-WA-O1-028.000	1.56	0.07		
Waller	TX-WA-O2-050.100	1.29			
Waller	TX-WA-O1-027.000	1.29	0.07		
Waller	TX-WA-O2-050.000	2.07	0.02		
Waller	TX-WA-O1-025.014	0.95	0.03		
Waller	TX-WA-O2-049.110	3.25	0.08		
Waller	TX-WA-O1-025.013	3.49			
Waller	TX-WA-O1-025.012	0.94			
Waller	TX-WA-O2-049.100	3.7	0.08		
Waller	TX-WA-O1-025.011	1.06	0.04		
Waller	TX-WA-O2-049.000	3.72	0.03		
Waller	TX-WA-O1-025.010	0.97	0.07		
Waller	TX-WA-048.000	1.63			
Waller	TX-WA-O1-025.009	1.13	0.07		
Waller	TX-WA-O1-025.008	1.45	0.07		
Waller	TX-WA-O1-025.007	1.63	0.07		
Waller	TX-WA-O1-025.006	1.47	0.07		
Waller	TX-WA-O1-026.225	0.07			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Waller	TX-WA-O1-025.005	2.74	0.07		
Waller	TX-WA-O1-025.004	3.15	0.07		
Waller	TX-WA-O1-025.003.900	0.28			
Waller	TX-WA-O1-025.002	0.47			
Waller	TX-WA-O1-025.003	3.51	0.18		
Waller	TX-WA-O1-025.004.100	0.4			
Waller	TX-WA-O1-026.000	6.4	0.37		
Waller	TX-WA-O2-025.001	55.54	1.03		
Waller	TX-WA-O1-023.200	0.06			
Waller	TX-WA-O1-025.000	0.83	0.03		
Waller	TX-WA-O1-024.000	3.4	0.12		
Waller	TX-WA-O1-023.000	3.08	0.1		
Waller	TX-WA-O1-022.000	14.75	0.34		
Waller	TX-WA-O1-021.100	7.5	0.2		
Waller	TX-WA-O1-021.000	1.03			
Waller	TX-WA-O1-020.010	0.15			
Waller	TX-WA-O1-020.009	2.73	0.07		
Waller	TX-WA-O1-020.008	2.8	0.06		
Waller	TX-WA-O1-020.007	7.64	0.08		
Waller	TX-WA-O1-020.004	0.64			
Waller	TX-WA-O1-020.005	4.21	0.17		
Waller	TX-WA-O1-020.006	2.22			
Waller	TX-WA-O1-020.900	0.22	0.01		
Waller	TX-WA-O1-020.001	0.29	0.01		
Waller	TX-WA-O1-020.002	2.01	0.16		
Waller	TX-WA-O1-019.320	0.02			
Waller	TX-WA-O1-020.000	15.06	0.85		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Waller	TX-WA-01-018.900	1.54	0.07		
Waller	TX-WA-01-018.000	0.88			
Waller	TX-WA-01-019.000	0.29			
Waller	TX-WA-01-019.310	0.11	0.05		
Waller	TX-WA-01-015.910	0.63	0.01		
Waller	TX-WA-01-015.100	5.48	0.13		
Waller	TX-WA-01-015.900	2.85	0.08		
Waller	TX-WA-01-017.100	0.47	0.13		
Waller	TX-WA-01-017.000	3.9	0.19		
Waller	TX-WA-01-016.310	0.47			
Waller	TX-WA-01-016.300	0.36			
Waller	TX-WA-01-016.000	2.27	0.07		
Waller	TX-WA-01-016.100	0.09			
Waller	TX-WA-01-015.110	2.45	0.07		
Waller	TX-WA-01-015.120	5.15	0.12		
Waller	TX-WA-01-0174.900	0.78	0.01		
Waller	TX-WA-01-014.003	1.47	0.05		
Waller	TX-WA-01-014.002	1.69	0.05		
Waller	TX-WA-01-014.001	1.77	0.05		
Waller	TX-WA-01-014.000	1.24	0.03		
Waller	TX-WA-01-013.000	1.41	0.04		
Waller	TX-WA-01-011.000	3.22	0.04		
Waller	TX-WA-01-012.300	0.12			
Waller	TX-WA-01-012.000	1.05	0.05		
Waller	TX-WA-01-010.000	1.75	0.06		
Waller	TX-WA-01-009.000	6.22	0.05		
Waller	TX-WA-01-007.100	5.1	0.05		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Waller	TX-WA-O1-007.000	4.28	0.13		
Waller	TX-WA-O1-005.000	15.45	0.29		
Waller	TX-WA-O1-004.000	27.44	0.55		
Waller	TX-WA-O1-003.000	19.32	0.52		
Waller	TX-WA-O1-002.000	1.52			
Waller	TX-WA-O1-001.000	30.57	1.09		
<b>Harris County</b>					
Harris	TX-HA-O1-058.320	0.68			
Harris	TX-HA-O1-058.300	2.81			
Harris	TX-HA-O1-056.000	1.6	0.11		
Harris	TX-HA-O1-056.110	0.6	0.04		
Harris	TX-HA-O1-056.100	0.93	0.07		
Harris	TX-HA-O1-055.000	1.66	0.12		
Harris	TX-HA-O1-052.000	6.85	0.44		
Harris	TX-HA-O1-050.000	70.07	0.44		
Harris	TX-HA-O1-049.000	3.65	0.06		
Harris	TX-HA-O1-048.000	4.15	0.06		
Harris	TX-HA-O1-046.000	3.37	0.06		
Harris	TX-HA-O1-045.000	3.3	0.06		
Harris	TX-HA-O1-042.310	0.17			
Harris	TX-HA-O1-042.000	3.2	0.06		
Harris	TX-HA-O1-039.100	0.29			
Harris	TX-HA-O1-038.310	5.6			
Harris	TX-HA-O1-038.300	10.04	0.26		
Harris	TX-HA-O1-042.300	5.6			
Harris	TX-HA-O1-042.320	0.64			
Harris	TX-HA-O1-042.330	0.93			

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-O1-042.340	1.66			
Harris	TX-HA-O1-038.230	0.06			
Harris	TX-HA-O1-038.000	0.52			
Harris	TX-HA-O1-036.310	0.66			
Harris	TX-HA-O1-036.300	0.69			
Harris	TX-HA-O1-030.310	6.1	0.26		
Harris	TX-HA-O1-030.000	4.68			
Harris	TX-HA-O1-033.340	0.84			
Harris	TX-HA-O1-033.330	1.06			
Harris	TX-HA-O1-033.360	0.17			
Harris	TX-HA-O1-037.000	2.5			
Harris	TX-HA-O1-036.000	6.55			
Harris	TX-HA-O1-033.000	9.77	0.25		
Harris	TX-HA-O1-032.000	4.8	0.12		
Harris	TX-HA-O1-031.000	12.59	0.4		
Harris	TX-HA-O1-030.900	0.49	0.01		
Harris	TX-HA-O1-030.000	10.08	0.64		
Harris	TX-HA-O1-027.900	2.11	0.07		
Harris	TX-HA-O1-027.000	18.92	0.86		
Harris	TX-HA-O1-026.900	0.05			
Harris	TX-HA-O1-025.000	14.36	0.32		
Harris	TX-HA-O1-022.000	48.98	0.04		
Harris	TX-HA-O1-022.360	4.46			
Harris	TX-HA-O1-020.000	7.02	0.16		
Harris	TX-HA-O1-018.000	2.58	0.19		
Harris	TX-HA-O1-016.000	2.71	0.19		
Harris	TX-HA-O1-014.000	10.4	0.26		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-O1-012.000	4.68	0.33		
Harris	TX-HA-O1-009.000	58.55	0.83		
Harris	TX-HA-O1-006.300	3.85	0.39		
Harris	TX-HA-O1-006.000	2.96	0.3		
Harris	TX-HA-O1-004.000	6.7	0.48		
Harris	TX-HA-O1-002.000	24.64	1.05		
Harris	TX-HA-O1-003.200	1.12			
Harris	TX-HA-O1-001.009	0.48	0.03		
Harris	TX-HA-169.000	5.22	0.34		
Harris	TX-HA-170.900	0.27	0.01		
Harris	TX-HA-169.910	0.22			
Harris	TX-HA-166.100	2.19	0.15		
Harris	TX-HA-168.000	19.82	0.46		
Harris	TX-HA-166.000	1.55			
Harris	TX-HA-163.100	4.28	0.3		
Harris	TX-HA-162.000	6.41	0.45		
Harris	TX-HA-O1-001.006	2.48	0.17		
Harris	TX-HA-159.000	344.86	2.15		
Harris	TX-HA-158.000	17.76	1.22		
Harris	TX-HA-157.000	14.06	0.71		
Harris	TX-HA-156.000	32.25	0.73		
Harris	TX-HA-155.000	2.28	0.15		
Harris	TX-HA-153.000	3.86	0.28		
Harris	TX-HA-152.000	2.31	0.18		
Harris	TX-HA-151.000	6.79	0.61		
Harris	TX-HA-150.000	1.34	0.12		
Harris	TX-HA-149.000	1.02	0.11		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-147.000	4.61	0.4		
Harris	TX-HA-146.000	2.14	0.19		
Harris	TX-HA-145.000	0.04			
Harris	TX-HA-144.000	1.22	0.11		
Harris	TX-HA-142.000	0.22	0.03		
Harris	TX-HA-139.900	0.7	0.06		
Harris	TX-HA-139.000	3.62	0.32		
Harris	TX-HA-141.213		0.01		
Harris	Unknown		0.41		
Harris	TX-HA-136.100	3.62			
Harris	TX-HA-136.000	2.94	0.37		
Harris	TX-HA-134.000	0.22	0.19		
Harris	TX-HA-133.000		0.12		
Harris	TX-HA-132.000	0.17	0.01		
Harris	TX-HA-131.000	0.06	0.32		
Harris	TX-HA-130.000	0.06	0.36		
Harris	TX-HA-129.000		0.12		
Harris	TX-HA-128.000		0.14		
Harris	TX-HA-127.000	0.26			
Harris	TX-HA-126.000	0.67	0.03		
Harris	TX-HA-125.000	9.99	0.27		
Harris	TX-HA-087.000		0.44		
Harris	TX-HA-062.000	2.13	0.25		
Harris	TX-HA-060.000	<0.01	0.08		
Harris	TX-HA-059.000		0.23		
Harris	TX-HA-058.000	5.31	0.05		
Harris	TX-HA-057.000		0.13		

 Areas Cleared Indicated by Green Shading



County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-054.000	2.85	0.14		
Harris	TX-HA-056.000	<0.01	0.02		
Harris	TX-HA-055.000	0.01	<0.01		
Harris	TX-HA-051.000		0.18		
Harris	TX-HA-050.000	2.83	0.14		
Harris	TX-HA-049.000	1.66	0.08		
Harris	TX-HA-047.000	0.91	0.04		
Harris	TX-HA-046.000	1.67	0.14		
Harris	TX-HA-044.000	6.67	0.18		
Harris	TX-HA-042.000	4.3	0.36		
Harris	TX-HA-041.000	0.05	0.1		
Harris	TX-HA-040.000	0.01	0.13		
Harris	TX-HA-040.100	0.01	0.09		
Harris	TX-HA-039.000	1.75	0.16		
Harris	TX-HA-038.000	1.27	0.11		
Harris	TX-HA-037.000	2.48	0.22		
Harris	TX-HA-035.000		0.03		
Harris	TX-HA-034.000	4.27	0.16		
Harris	TX-HA-031.000	2.86	0.19		
Harris	TX-HA-029.000		0.07		
Harris	TX-HA-028.000	0.23	0.03		
Harris	TX-HA-027.000	0.01	0.1		
Harris	TX-HA-026.000		0.15		
Harris	TX-HA-025.000	0.32	0.03		
Harris	TX-HA-024.000	1.46	0.13		
Harris	TX-HA-023.000	0.24	0.02		
Harris	TX-HA-022.000		0.04		

 Areas Cleared Indicated by Green Shading

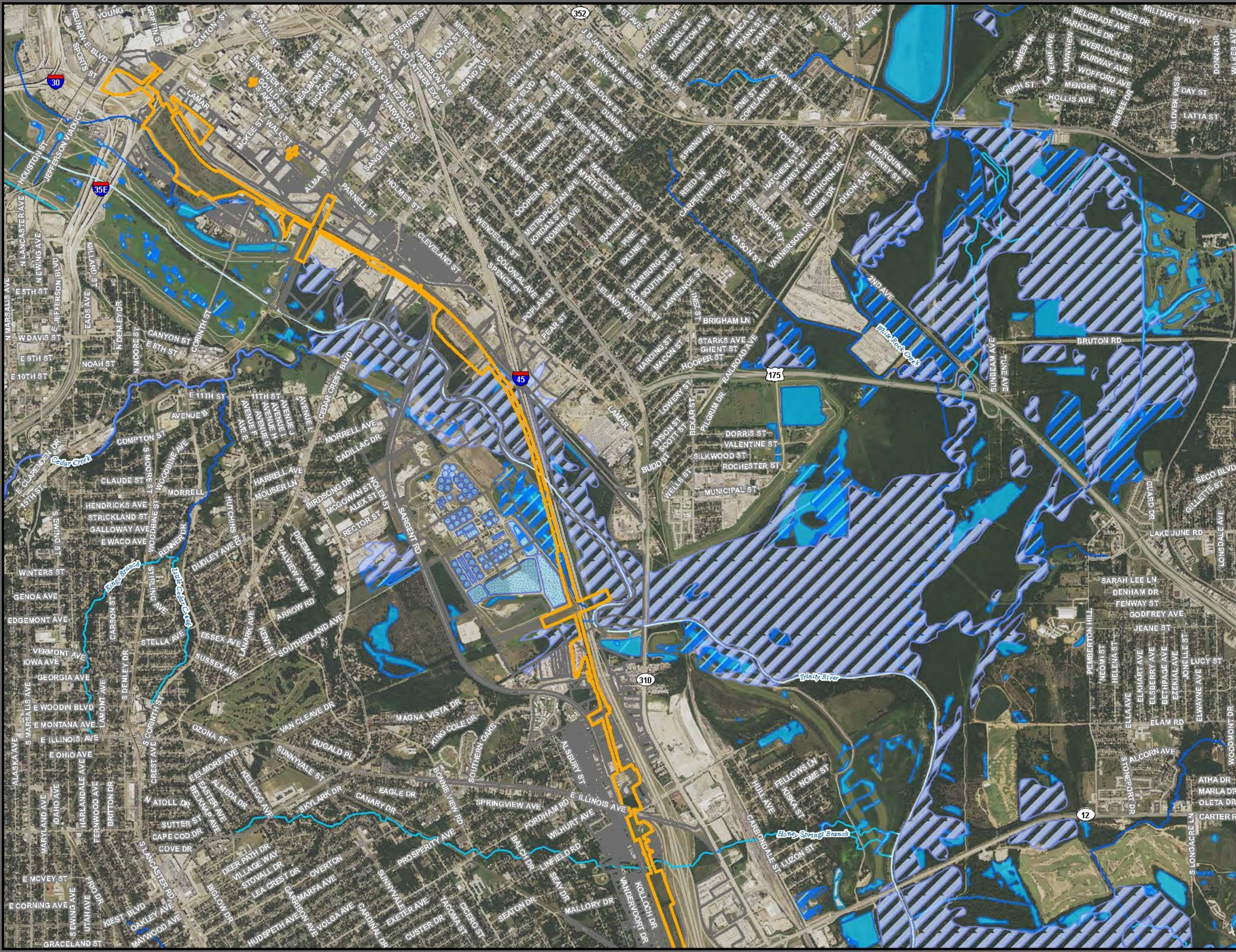
County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-020.000	1.61	0.13		
Harris	TX-HA-019.000	<0.01	0.08		
Harris	TX-HA-018.000	<0.01	0.08		
Harris	TX-HA-017.900		0.01		
Harris	TX-HA-016.000	10.61	0.24		
Harris	TX-HA-014.000	1.2	0.07		
Harris	TX-HA-013.270		0.17		
Harris	TX-HA-013.260	0.05	0.07		
Harris	TX-HA-013.245		0.08		
Harris	TX-HA-013.235	0.49	0.03		
Harris	TX-HA-013.210	1.72	0.09		
Harris	TX-HA-013.200	2.35	0.13		
Harris	TX-HA-013.200.100	1.48	0.09		
Harris	TX-HA-012.255	0.08	0.02		
Harris	TX-HA-012.251	1.25	0.09		
Harris	TX-HA-013.000	0.7			
Harris	TX-HA-012.249		0.24		
Harris	TX-HA-012.247	1.58	0.12		
Harris	TX-HA-012.242		0.11		
Harris	TX-HA-012.239	0.64	0.12		
Harris	TX-HA-012.241	0.56			
Harris	TX-HA-012.000	1.09	0.14		
Harris	TX-HA-001.001		7.14		
Harris	TX-HA-011.000	0.02	0.35		
Harris	TX-HA-010.000	<0.01	0.5		
Harris	TX-HA-009.000	<0.01	0.05		
Harris	TX-HA-008.000		1.05		

 Areas Cleared Indicated by Green Shading

County	Parcel ID	Acreage	Linear Miles of Center Line	Comment	Recommendation
Harris	TX-HA-006.000	0.03	0.7		
Harris	TX-HA-002.000	<0.01	0.07		
Harris	TX-HA-001.205		0.12		
Harris	TX-HA-NW-001.003		0.01		
Harris	TX-HA-NW-001.004		0.1		
Harris	TX-HA-NW-003.000		0.05		
Harris	TX-HA-NW-008.000		0.05		
Harris	TX-HA-NW-009.000		0.05		
Harris	TX-HA-NW-015.000		0.05		
Harris	TX-HA-NW-016.000		0.09		
Harris	TX-HA-NW-019.000		0.05		
Harris	TX-HA-NW-021.000		0.06		
Harris	TX-HA-NW-023.000		0.01		
Harris	TX-HA-NW-024.000		0.12		
Harris	TX-HA-NW-027.000		0.1		
Harris	TX-HA-NW-026.500	0.02			
Harris	TX-HA-NW-026.505	0.05			

 Areas Cleared Indicated by Green Shading

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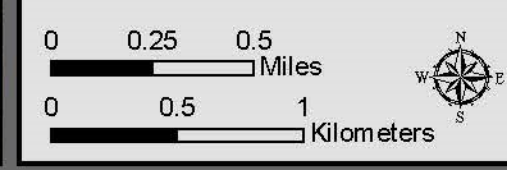


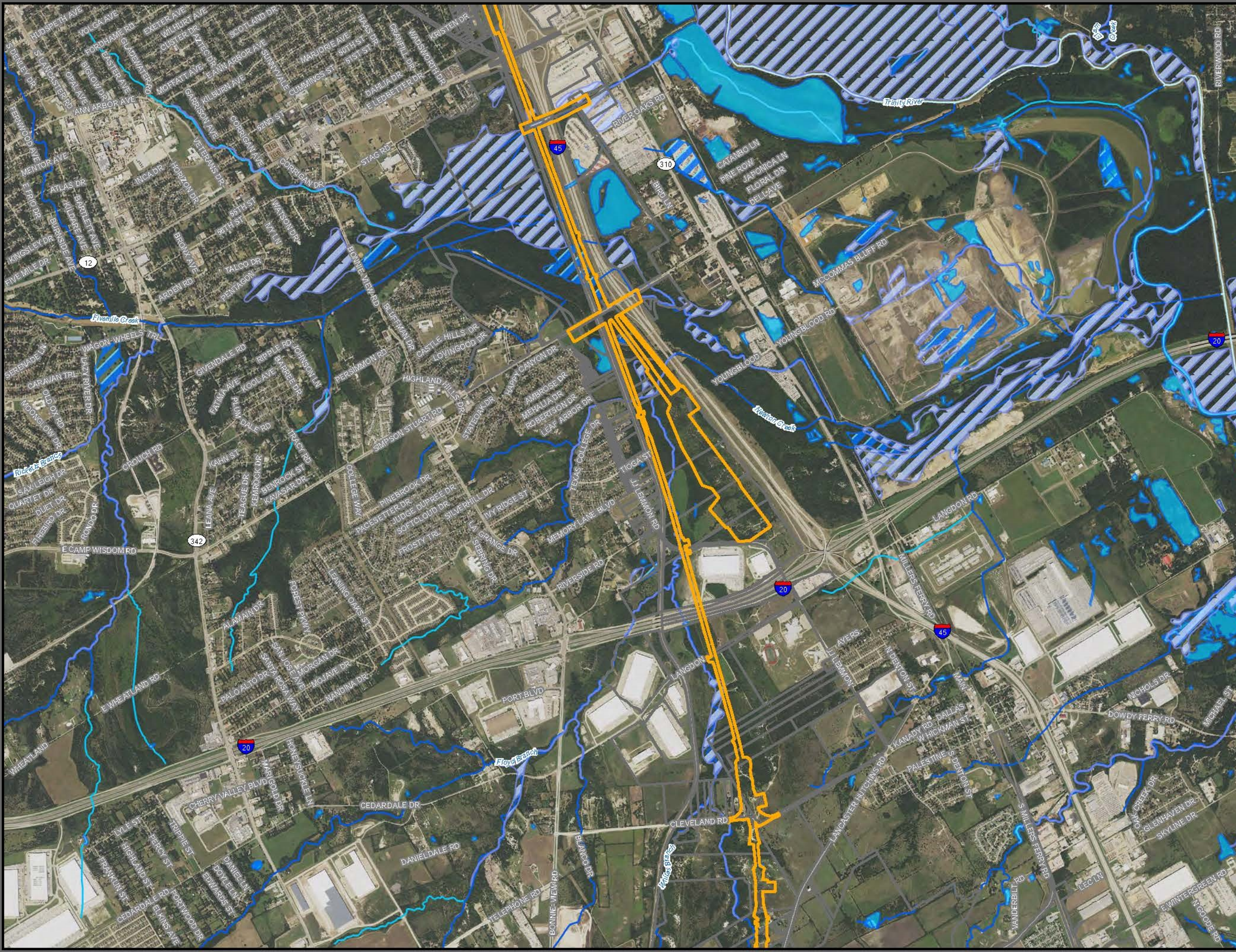
**Dallas to Houston  
High-Speed Rail Project  
Appendix H  
Areas Cleared for  
Ground Disturbing Activities  
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- Legend**
- HSR Area of Potential Effects
  - Cleared Area
  - Parcel Boundary
  - County Boundary
- USACE Jurisdictional Areas**
- National Hydrography Dataset (NHD)**
- Intermittent Stream/River
  - Perennial Stream/River
  - Artificial Stream/River
  - Lake/Pond
  - Reservoir
  - Swamp/Marsh
- National Wetland Inventory (NWI)**
- Freshwater Emergent Wetland
  - Freshwater Forested/Shrub Wetland
  - Other

**Data Sources:** County Boundaries - U.S. Census TIGER 2015; Roads - TXDOT 2018; NWI - USFWS 2018; NHD - USGS 2018

**Aerial:** NAIP 2016

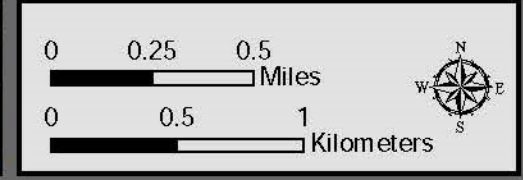




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Data Sources: County Boundaries - U.S. Census TIGER 2015;  
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Aerial: NAIP 2016

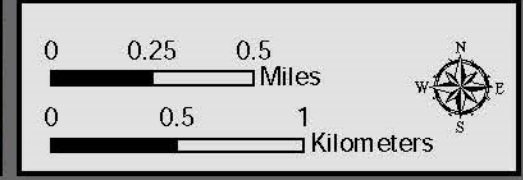




Dallas to Houston  
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Data Sources: County Boundaries - U.S. Census TIGER 2015;  
Roads - TXDOT 2018; NWI - USFWS 2018; NHD - USGS 2018  
Aerial: NAIP 2016



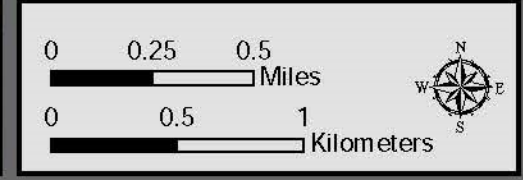


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**Legend**

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- Cleared Area
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- County Boundary
- USACE Jurisdictional Areas**
- National Hydrography Dataset (NHD)**
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- Perennial Stream/River
- Artificial Stream/River
- Lake/Pond
- Reservoir
- Swamp/Marsh
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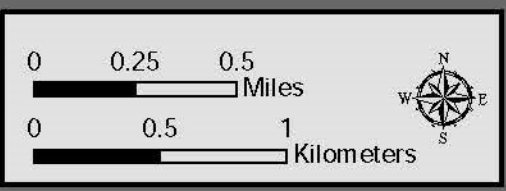




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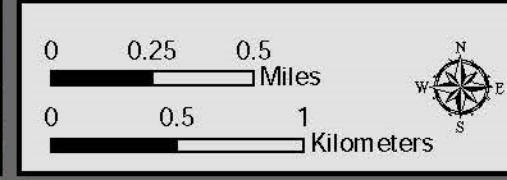




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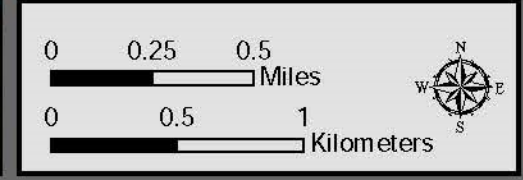




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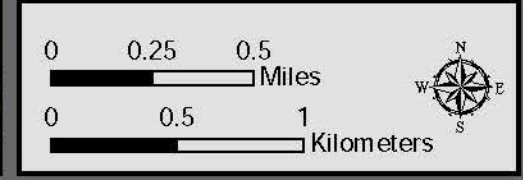


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