Appendix G
Agency Coordination and Consultation
August 2016 through August 2018
MEMORANDUM OF AGREEMENT
BETWEEN THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
AND THE UNITED STATES ARMY CORPS OF ENGINEERS,
FORT WORTH DISTRICT

This Agreement is entered into as of this 14th day of October, 2011 by and
between the North Central Texas Council of Governments (hereinafter the “NCTCOG”),
a political sub-division of the State of Texas, acting by and through its Regional
Transportation Council, (hereinafter the “RTC”) and the Department of the Army,
represented by the United States Army Corps of Engineers, Fort Worth District
(hereinafter the “Corps”). Collectively referred to as the "Parties."

WHEREAS, section 214 of the Federal Water Resources Development Act of 2000,
Public Law 106-541 (“WRDA 2000”) provides as follows:
(a) IN GENERAL. - In Fiscal Years 2001 through 2003, the Secretary (of the
Army), after public notice, may accept and expend funds contributed by non­
Federal public entities to expedite the evaluation of permits under the
jurisdiction of the Department of the Army.
(b) EFFECT ON PERMITTING. - In carrying out this section, the Secretary
shall ensure that the use of funds accepted under subsection (a) will not
impact impartial decision-making with respect to permits, either
substantively or procedurally.

WHEREAS, Public Law 108-137, was signed into law on December 1, 2003, extending
the sunset clause for section 214 of WRDA 2000 to September 30, 2005; and

WHEREAS, Public Law 109-99, signed into law on November 11, 2005, extended
through March 31, 2006, the authority of the Secretary of the Army to accept and expend
funds contributed by non-Federal public entities to expedite the processing of permits; and

WHEREAS, Public Law 109-209, signed into law on March 24, 2006, extends through
December 31, 2006, the authority of the Secretary of the Army to accept and expend
funds contributed by non-Federal public entities to expedite the processing of permits; and

WHEREAS, Public Law 109-434, signed into law on December 20, 2006, extends
through December 31, 2008, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits; and

WHEREAS, the Water Resources Development Act of 2007 (Public Law 110-114)
includes language in Section 202 that further amends subsection (c) to extend the
duration of this authority until December 31, 2009; and
WHEREAS, Public Law 111-120, signed into law on December 22, 2009, extends through December 31, 2010, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits; and

WHEREAS, Public Law 111-315, signed into law on December 18, 2010, extends through December 31, 2016, the authority of the Secretary of the Army to accept and expend funds contributed by non-Federal public entities to expedite the evaluation of permits; and

WHEREAS, the Secretary of the Army has delegated the responsibility of carrying out section 214 of WRDA 2000 to the Chief of Engineers and his delegated representatives; and

WHEREAS, the Corps’ Chief of Engineers, by memorandum dated March 29, 2004, has authorized the Corps’ District and Division Engineers to accept and expend funds contributed by non-federal entities subject to certain limitations including the publishing of public notices; and

WHEREAS, the Corps issued an initial Public Notice dated July 18, 2008, regarding its intent to accept and expend funds contributed by non-Federal public entities for such purposes; and

WHEREAS, the Corps’ District Engineer has determined that expenditure of funds received from the NCTCOG will be in compliance with section 214 of WRDA 2000, and a public notice dated September 16, 2008, regarding the District Engineers’ decision has been issued; and

WHEREAS, the Corps’ District Engineer has delegated review responsibility to the Commander’s designee, the Regulatory Branch; and

WHEREAS, it is understood and acknowledged by all Parties that the Corps’ review of permit applications for RTC-designated priority projects will be completely impartial and in accordance with all applicable Federal laws and regulations while utilizing the same procedures for decisions that would otherwise be required for the evaluation of permits for similar projects or activities not carried out using funds authorized under this section; and

WHEREAS, all final permit decisions carried out using funds authorized under this section shall be made available to the public, including on the Internet; and

WHEREAS, NCTCOG and the RTC are non-Federal public entities; and

WHEREAS, on July 14, 2011, the RTC approved funding for the Corps for the purpose of receiving expedited permit evaluation-related services for RTC designated priority projects as more fully described in this Memorandum of Agreement; and
WHEREAS, the NCTCOG Executive Board serves as the fiscal agent for the RTC; and

WHEREAS, the Corps is willing to provide expedited permit evaluation-related services for RTC designated priority projects upon receipt of funding from the RTC as more fully described in this Memorandum of Agreement.

NOW, THEREFORE, the RTC and the Corps agree as follows:

Article I. - PURPOSE AND AUTHORITIES

Pursuant to section 214 of WRDA 2000 (Public Law 106-541), as amended, this Memorandum of Agreement (MOA) is entered into by the Parties for the purpose of establishing a mutual framework governing the respective responsibilities of the Parties for the acceptance and expenditure of funds contributed by the RTC to expedite the evaluation of permits under the jurisdiction of the Department of the Army. This MOA is not intended as the exclusive means of obtaining Corps review of RTC projects. This MOA is a vehicle by which the RTC may obtain expedited review of RTC projects designated as priorities, outside of the ordinary Corps review process.

Article II. - SCOPE

A. The RTC will provide funds to the Corps to expedite the evaluation of various RTC priority permit applications under the jurisdiction of the Corps' Fort Worth District. The Corps' regulatory program is funded as a congressionally appropriated line item in the annual Federal budget. Additional funds received from the RTC will be used to augment the Corps regulatory budget in accordance with the provisions of WRDA 2000. It is understood that the use of funds accepted hereunder will not impact impartial decision making with respect to permits, either substantively or procedurally. Additional funds received from non-Federal public entities will be used to expedite the evaluation of permits.

B. The Corps will provide staffing resources exclusively dedicated to expediting the processing of permits, as described in Article II.E., below, for RTC designated priority projects and activities. The Corps management will direct the reassignment of a Corps career professional employee to undertake the work contemplated by this agreement. The Corps employee will be based in the Fort Worth District office, but will receive authorization and funds to travel as necessary to meet the requirements of this agreement. Additional Corps' employees can be added under the MOA if agreed upon by both parties. The Corps will provide a staff archeologist for National Historic Preservation Act (NHPA) Section 106 review of projects, as needed, and as described in Article II.E and Article VI A.

C. NCTCOG, with RTC funding, will establish an internal account (Account) to directly fund the expenditures of the Corps incurred in connection with its review of RTC priority permit applications. The Corps may receive funds from the Account in amounts not to
exceed those stated in Article VI of this MOA. NCTCOG, as RTC’s fiscal agent, will be responsible for the transfer of funds to the Corps.

D. The Corps will establish a separate internal account to track receipt and expenditure of the funds associated with its review of RTC priority permit applications and will charge their time and expenses against the account when they do work to expedite resolution of permit requests designated by the RTC as a priority. The projects designated as a priority by the RTC are listed in Attachment A to this MOA. Periodic reviews will be conducted between the Corps and the RTC to discuss current project status, update the list in Attachment A, and discuss reassessment of the scope of work. Based on these discussions and with agreement by the Corps, the list may be changed by the RTC’s Principal Representative without requiring an amendment to this MOA. Such changes shall be submitted to the Corps in writing and will be effective upon receipt thereof.

E. Funds contributed by the RTC to the Account will be expended by the Corps to defray the costs of Corps’ employees (including salary, associated benefits, overhead, overtime, and travel expenses) and other costs in order to expedite the evaluation of permit applications submitted by the RTC. Such activities will include, but not be limited to, the following: application review, permit database entry, drawing correction, jurisdictional determinations, site visits, public notice preparation, preparation of correspondence, NEPA document review, public interest review, preparation of draft permit decision documents, meetings with the RTC and other agencies, compliance activities including monitoring of mitigation sites, creation of general permits to expedite projects in Attachment A, and any other permit evaluation-related responsibilities that may be mutually agreed upon. These funds may also be used to supply the Corps’ employees with the tools of the trade customarily provided to and utilized by their colleagues in the Regulatory Program, such as cell phones, snake boots, other safety equipment, use of vehicles, etc. Limited funds can be expended by a Corps’ archeologist for NHPA review as indicated in Article VI. Funds will not be expended for review of the funded employees work by supervisors or other persons or elements of the Corps in the decision-making chain of command. Enforcement activities will not be paid for from the funds contributed by the RTC, nor will such funds be used for paying the costs of public hearings and distribution of public notices.

F. If the RTC’s funds placed in the Account are expended and are not replaced with additional funds, the Corps will reassign the Corps employees to the Regulatory Branch and any remaining RTC priority permit applications will be handled in the regular course of business like those of any other non-participant, in a manner decided by the assigned employee and his or her supervisor.

Article III. - INTERAGENCY COMMUNICATIONS / COORDINATION

A. To provide for consistent and effective communication between the Corps and the RTC, each party will appoint a Principal Representative to serve as its central point of contact on matters relating to this MOA. Additional representatives may also be appointed to serve as points of contact on specific permit actions.
B. The Parties will hold periodic meetings to establish priorities and evaluate work performed under the agreement. During these meetings, the Corps will provide a permit status report detailing important milestones associated with each permit. The format of the report will be mutually acceptable to all parties.

C. Before initiation of this MOA, the parties will agree on the scope of projects to be covered by the MOA. Projects that fall within this scope will be listed in Attachment A. At the periodic meetings established above, RTC will submit to the Corps a listing of projects. If these projects fall within the scope of work, and all parties agree, then Attachment A will be modified. Adjustments of the scope of work and Attachment A can be modified at anytime the parties agree to the change.

D. Both RTC and the Corps agree that ready and reasonable access will be provided to working level staff of the other agency in an effort to minimize the need for formal meetings. Both agencies are committed to frequent and productive interaction and the establishment of working-level interpersonal relationships, which will allow for expedient scheduling of field visits, meetings, and all manner of open communications in a sustained effort to achieve the stated goals of this agreement.

E. The RTC and the Corps agree to conduct early and frequent coordination on issues such as, but not limited to, comments on project alternatives; mitigation plans; review of and comments on Biological Assessments; implementation of the permit streamlining processes; NHPA Section 106 issues; and interagency RTC/Corps training.

Article IV. - RESPONSIBILITIES OF THE PARTIES

A. The NCTCOG and RTC shall:

1. Provide adequate information regarding projects and other specific activities to initiate permit evaluation. Information required for the Corps to deem a permit application complete thereby allowing initiation of the permit review process can be found in Corps regulations at 33 C.F.R. 325 and in General Condition 27 of the Nationwide Permit Program, as published in the Federal Register (Vol. 72, No. 47, dated March 12, 2007). Upon request, the RTC shall provide supplemental information necessary to complete the permit evaluation process. Additional information required to complete the permit evaluation process may exceed what is needed to initiate the process. On a case-by-case basis, if requested by the Corps, the RTC shall provide such additional information so as to ensure the Corps can effectively accomplish the required review.

2. Make a reasonable effort to provide the Corps with information on other projects with RTC involvement to enable the Corps to most efficiently apply available staff resources and plan for workload cycles.

3. In consultation with the Corps, schedule Corps involvement in the projects identified by the RTC. The list of initial priority projects is shown on Attachment A. The RTC will periodically identify additional projects as necessary (See Article III C.). If the RTC fails
to identify specific priority projects, the Corps will establish its own priorities in accordance with objectives of this MOA.

4. To the best of its ability, ensure the participation of all essential personnel, customers, and decision makers during the permit evaluation process.

5. Work closely with the Corps to adjust priorities and schedules in order to make optimal use of available staff resources. While the RTC will make every effort to not overlap project schedules, occasional overlaps may occur and the RTC will work with the Corps to prioritize such overlaps.

6. Fund the Account pursuant to the terms of this MOA.

7. Within 5 days of the conclusion of the fiscal year, provide a letter to the Corps’ Principal Representative detailing the level of satisfaction with the District’s performance under the MOA.

8. In consultation with the Corps report on a monthly basis all work performed by the Corps related to the projects identified under this MOA in the Revenue And Project Tracking System (RAPTS) web-site application.

9. On a monthly basis, NCTCOG will report in the Revenue And Project Tracking System (RAPTS) web-site application all expenses incurred by the Corps for work performed as appropriate.

B. The Corps shall:

1. Expedite review of RTC permit requests in accordance with the purpose, terms, and conditions of this MOA. The Corps shall not redirect resources from, or otherwise postpone, other RTC projects submitted through the standard Corps review process.

2. Upon submittal of new permit applications, and following any meetings and discussions to clarify the scope of anticipated permit application review processes, Corps staff will provide the RTC with an estimated schedule to complete the permit evaluation process for each expedited application submitted. The RTC shall be able to comment on these schedules and adjust priorities if workloads allow for such changes.

3. Consult with the RTC regarding an adjustment of priorities or establishment of relative priorities if the current and/or projected workload of projects and activities exceeds Corps’ ability to provide the services specified in this MOA.

4. During the periodic meetings described in Article III B the Corps will provide the RTC a summary report of progress made under this MOA. Progress will be itemized for each permit application review and for each permit application pending on Attachment A. This report will describe achievements, including any improvements the Corps has
documented in coordinating and improving the efficiency of environmental reviews. The report may also identify any recommendations for improving consultation and coordination among the Parties to this MOA and will provide an estimate of costs expected for the ensuing quarter.

5. At a minimum, provide a summary report of expenses due 10 business days after the end date for the following time periods: October 1 - December 31, January 1 - March 31, April 1 - June 30, and July 1 - September 30. The summary report shall be signed by an appropriate financial officer of the Corps certifying the expenses to be accurate and reflected in the Accounting system.

6. Designate a Corps employee who will attend periodic meetings with the RTC.

7. Withdraw funds from the Account pursuant to the terms of this MOA.

Article V. - IMPARTIAL DECISIONMAKING

It is understood and acknowledged by the Parties that the Corps' review of RTC-designated priority projects will be conducted in a completely impartial manner and in accordance with all applicable Federal laws and regulations. It is further understood and agreed that in order to ensure that the funds will not impact impartial decision-making with respect to RTC permit applications, the following procedures mandated from Headquarters, U.S. Army Corps of Engineers, will apply to all cases using additional funds provided by the RTC as a participating non-Federal public entity:

1. All final permit decisions for cases where these funds are used must be reviewed by at least one level above the normal decision-maker, unless the decision-maker is the District Engineer. For example, if the decision-maker would be the Chief, Regulatory Division, then the reviewer would be the District Engineer. In addition, all jurisdictional determinations made on projects where funds are used must have documentation that a non-funded Regulatory employee reviewed and agreed with the determination (i.e. peer review).

2. All final permit decisions for cases where these funds are used will be made available on the Fort Worth District Regulatory Division's web page. The information will be posted in a clearly identifiable area that indicates the projects were funded through this authority.

3. The Corps will not eliminate any procedures or decision criteria that would otherwise be required for that type of project and permit application under consideration.

4. The Corps must comply with all applicable laws and regulations.
5. Funds will only be expended to expedite the final decision on the permit application according to the terms and conditions of this MOA. Funds will not be expended for the review of the decision-maker’s decision.

6. Funds will not be used for enforcement activities, but may be used for compliance activities including monitoring of mitigation sites.

Article VI. – FUNDING

A. NCTCOG, as RTC’s fiscal agent, will place in the Account funds for the purposes of paying salary, benefits, overhead and other miscellaneous costs such as travel normally required to support the costs of a Corps employee and any additional services that may be required pursuant to Article II.E of this MOA. The RTC may increase funding to support more than one full time employee. Corps employee’s salary will be based on the General Schedule Pay System or other pay system established by the Corps. The salary, benefits, overhead, and miscellaneous expenses will not exceed the rate associated with a Grade 13 Step 10. In terms of fiscal year 2011 federal salary amounts for the Fort Worth area benefits, miscellaneous expenses, and overhead rates, the cost for a full time employee at this grade is a maximum of $280,000 per year. The Parties agree to execute the agreement with a full time Grade 12 Step 10 Corps employee at a rate of $195,000 per year. The grade, step, and salary are subject to changes based on reassignment of duties, locality pay tables, awards, overhead expenses, federal regulations, performance, and other factors determined by the Corps. In addition, limited funds will be expended by a Corps’ staff Archeologist. Funds expended on NHPA review by the Archeologist will not exceed $15,000 per year from provided funds. The RTC agrees to fund the salary, benefits, overhead rates, and other miscellaneous costs at the levels described in this paragraph with funds not to exceed $1,200,000 for the term of the MOA; unless this amount is increased by mutual agreement between both parties. Subsequent funding of this MOA, including funding changes, will be dependent on future actions of the RTC in coordination with the Corps. Any carry-over funds from year to year would be credited to the following fiscal year’s payment, or refunded if this MOA is terminated or expires pursuant to Article XI B of this Agreement.

B. To begin the MOA the RTC will place in the Account the amount of funds decided upon as necessary to provide funding through December 2012. The Parties will conduct periodic meetings to discuss funding for the upcoming years. Following said meeting and memorialization of the agreed upon amount, the RTC shall deposit funds into the Account, typically before October 1st for funding through December the following year.

C. It is recognized from the outset of this MOA that the Corps will neither accept nor expend funds under this MOA after December 31, 2016, unless subsequent federal law extends the Corps’ authority, under section 214 of WRDA 2000, to accept and expend funds contributed by non-Federal public entities to expedite the processing of permits.
D. Expediting of permit actions by the Corps will be provided under this MOA only after funds have been transferred to the Corps from the Account. The amount transferred shall be identified in communication between the parties.

Article VII. - APPLICABLE LAWS

The applicable statutes, regulations, policies, directives, and procedures of the United States will govern this MOA and all documents and actions pursuant to it. Unless otherwise required by law, all expediting of permit applications undertaken by the Corps will be governed by Corps regulations, policies and procedures.

Article VIII. - DISPUTE RESOLUTION

The Parties agree that, in the event of a dispute between the Parties, the RTC and the Corps shall use their best efforts to resolve the dispute in an informal fashion through consultation and communication, or other forms of non-binding alternative dispute resolution mutually acceptable to the Parties. The Parties agree that, in the event such measures fail to resolve the dispute, they shall refer the dispute for resolution to an appropriate forum in accordance with Federal law.

Article IX. - PUBLIC INFORMATION

Justification and explanation of RTC programs or projects before other agencies, departments and offices will not be the responsibility of the Corps. The Corps may provide, upon request from the RTC, any assistance necessary to support justification or explanations of activities conducted under this MOA. In general, the Corps is responsible only for public information regarding Corps regulatory activities.

Article X. - MISCELLANEOUS

A. Other Relationships or Obligations
This MOA will not affect any pre-existing or independent relationships or obligations between the RTC and the Corps.

B. Survival
Under the provisions of section 214 of WRDA 2000, as extended, no funds may be expended pursuant to this MOA after December 31, 2016. However, if prior to this date, this statutory authority is extended, then provisions of this MOA shall remain in force consistent with the provisions of the statutory extension until the expiration date, or as provided in Article XI B of this MOA.

C. Severability
If any provision of this MOA is determined to be invalid or unenforceable, the remaining provisions will remain in force and unaffected to the fullest extent permitted by law and regulation.

Article XI. - AMENDMENT, MODIFICATION AND TERMINATION

A. This MOA may be modified or amended only by written, mutual agreement of the Parties. Either party may terminate this MOA by providing written notice to the other party. Such termination shall be effective upon the ninetieth (90th) calendar day following notice, unless a later date is set forth. In the event of termination, the RTC will continue to be responsible for all costs incurred by the Corps in performing expedited environmental permit review services up to the time of notice.

B. This MOA shall remain in force until whichever of these events occurs first: 1) December 31, 2016, unless the sunset clause of WRDA 2000 is extended, in which case the MOA will remain in effect for the duration of the statutory extension, but not to exceed an amount of time equal to six (6) years from the effective date of this MOA, unless this time is extended by mutual agreement and consent of the Parties, or 2) the MOA is terminated pursuant to this Article.

C. Within ninety (90) days of termination, or the expiration of the MOA, the Corps shall conduct an accounting to determine the actual costs of the work completed by the Corps and to determine the amount of any unused funds. Within thirty (30) days of completion of this accounting, any remaining funds shall be returned to the RTC by check or electronic funds transfer.

Article XII. - EFFECTIVE DATE

This MOA will become effective on October 16, 2011.

Article XIII. - INTEGRATION

This MOA, including any documents incorporated by reference or attachments thereto, constitute the entire agreement between the Parties. All prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged herein and shall be of no further force or effect.
IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date next to their signatures.

The North Central Texas Council of Governments

Dated: 10/14/11 By Mike Eastland
Mike Eastland
Executive Director

DEPARTMENT OF THE ARMY
Dated: 17 Oct 2011 By [Signature]
Richard J. Muraski, Jr.
Colonel, US Army
District Commander

ATTACHMENT A
ATTACHMENT A
Performance Measures

The North Central Texas Council of Governments (NCTCOG) and the Fort Worth District U. S. Army Corps of Engineers (USACE) have agreed to the following performance measures to be utilized to evaluate permit processing under the Memorandum of Agreement (MOA) signed October 16th, 2008 concerning Water Resources Development Act (WRDA) Section 214 authority to except funds to expedite permit processing. These Performance Measures may be revised by mutual agreement of the NCTCOG and the USACE without necessitating a formal revision of the MOA. Performance Objective percentages for the expected level exceed the national regulatory program requirements by at least 10%. Reporting the results of the Performance Measure analysis will be presented to the NCTCOG at least once a year by October 30, thirty days after the end of the USACE fiscal year. Additional analysis may be presented throughout the year.

<table>
<thead>
<tr>
<th>Performance Objective</th>
<th>Performance Measure (% Obj. Met)</th>
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<tbody>
<tr>
<td>1. The USACE will discuss pending cases with the NCTCOG and assign each case a project number within 10 business days of receiving an updated Attachment A list.</td>
<td>95% = Exceeds Expectations 80-95% = Expected &lt; 80% = Needs Improvement</td>
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<td>2. The USACE will complete all Individual Permits and Letters of Permission within 120 days of a completed application. Exceptions include ESA delays; Section 106 delays; extended comment periods; plan modifications, and delays associated with 208 or 408 approval.</td>
<td>80% = Exceeds Expectations 60-80% = Expected &lt; 60% = Needs Improvement</td>
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<td>3. The USACE will complete all NWPs, and Individual Permit Modifications within 60 days of a completed application. Exceptions include ESA delays; Section 106 delays; extended comment periods; plan modifications, and delays associated with 208 or 408 approval.</td>
<td>90% = Exceeds Expectations 85-90% = Expected &lt; 85% = Needs Improvement</td>
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<td>4. The USACE will respond to all correspondence within 48 hours of receipt of the correspondence by the Regulatory Project Manager.</td>
<td>95% = Exceeds Expectations 85-95% = Expected &lt; 85% = Needs Improvement</td>
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<td>5. The USACE will attend all requested meetings with the NCTCOG and all project meeting determined to be necessary.</td>
<td>90% = Exceeds Expectations 75-90% = Expected &lt; 75% = Needs Improvement</td>
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<tr>
<td>Permit Number</td>
<td>Project Name</td>
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<td>------------------------------------------------------------------------------</td>
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<tr>
<td>SWF-2008-00424</td>
<td>Interior Drainage Baker Pump Station</td>
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<tr>
<td>SWF-2008-00300</td>
<td>Margaret McDermott Bridge (IH-30) at Trinity River</td>
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<tr>
<td>SWF-2008-00458</td>
<td>Dallas Floodway Water Utilities - Corinth</td>
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<tr>
<td>SWF-2008-00459</td>
<td>Dallas Floodway Water Utilities - Houston</td>
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<td>SWF-2008-00460</td>
<td>Dallas Floodway Water Utilities - Hampton</td>
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<td>SWF-2008-00461</td>
<td>Dallas Floodway Water Utilities - Westmoreland</td>
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<td>SWF-2000-00308</td>
<td>Trinity Parkway EIS</td>
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<td>SWF-2009-00461</td>
<td>Elm Fork Flood Protection Project</td>
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<td>SWF-2010-00173</td>
<td>I-35 Bridge</td>
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<td>SWF-2010-00174</td>
<td>Jefferson Bridge</td>
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<tr>
<td>SWF-2010-00225</td>
<td>Dallas Floodway 100-year Levee Improvements</td>
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<td>SWF-2011-00491</td>
<td>Continental Pedestrian Bridge Deck</td>
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<tr>
<td>SWF-2011-00492</td>
<td>Simpkins Landfill Remediation</td>
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<tr>
<td>SWF-2011-00493</td>
<td>Hampton Pump Station</td>
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<td>SWF-2011-00494</td>
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<td>SWF-2011-00495</td>
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<td>SWF-2011-00496</td>
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<td>SWF-2011-00497</td>
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<td>SWF-2011-00498</td>
<td>Trinity Lakes Balanced Vision Plan</td>
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<td>SWF-2011-00499</td>
<td>Able Pump Station</td>
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<td>SWF-2004-00105</td>
<td>IH35E - FM2181 to PGBT</td>
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<tr>
<td>SWF-2008-00464</td>
<td>North Tarrant Express CDA - IH 820 / SH 121 (Fr. Pipeline Rd. to Randol Mill Rd.)</td>
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<td>SWF-2008-00465</td>
<td>North Tarrant Express CDA - IH 35W (South Section)</td>
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<td>SWF-2009-00188</td>
<td>North Tarrant Express CDA - IH 35W (North Section)</td>
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<td>SWF-2010-00520</td>
<td>SH 360 Tollway</td>
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<td>SWF-2010-00180</td>
<td>IH 35E at Dickerson</td>
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<td>SWF-2010-00181</td>
<td>IH 35E (635 to PGBT)</td>
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<td>SWF-2007-00079</td>
<td>SH121 - Section 5 Mitigation Modification</td>
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<td>SWF-2011-00500</td>
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<td>SWF-2011-00501</td>
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<td>SWF-2011-00503</td>
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<td>SWF-2011-00504</td>
<td>SH 183 Elm Fork Crossing</td>
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<td>SWF-2011-00505</td>
<td>US 75 (SH 121 to Grayson County Line)</td>
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<td>SWF-2011-00506</td>
<td>SH 276 @ Lake Tawakoni</td>
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<td>SWF-2011-00507</td>
<td>South Oak Cliff Extension (Ledbetter to UNT Dallas)</td>
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<td>SWF-2011-00508</td>
<td>Cotton Belt Corridor (DFW Airport to Red Line Interface)</td>
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<tr>
<td>SWF-2011-00509</td>
<td>TEX Rail Line (37 Miles)</td>
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February 17, 2017

Ms. Tamara Francis-Fourkiller, Chairperson
Caddo Nation
P.O. Box 487
Binger, OK 73309

SUBJECT: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas: Reinitiation of Environmental and Historic Reviews

Dear Chairperson Francis-Fourkiller:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) for construction of the Cotton Belt Corridor Regional Rail project. The proposed project entails construction of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1).

As FTA may provide federal funding to DART, the project is subject to review under the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. As the lead federal agency for this project, FTA is responsible for conducting government-to-government consultation with federally recognized tribes regarding any properties of traditional or cultural significance that may be located in the project area.

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Sincerely,

Donald R. Koski, AICP
Director of Planning and Program Development- FTA Region VI

Attachments (2)

cc: Stephen Salin, AICP, DART
    Chad Edwards, DART
    John Hoppie, DART
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NAME, TITLE (Please print)

Signed: ______________________________________  Date: _____________

Please Return Completed Form to:

Catherine Nadals  
Federal Transit Administration, Region VI  
819 Taylor St, Rm 14A02  
Fort Worth, TX 76102  
Phone: 682-707-0033  
**Or**, fax to: 817-978-0575  
**Email:** Catherine.nadals@dot.gov **preferred**
February 17, 2017

Mr. William Nelson, Chairman
Comanche Nation of Oklahoma
P.O. Box 908
Lawton, OK 73502

SUBJECT: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas: Reinitiation of Environmental and Historic Reviews

Dear Chairperson Nelson:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) for construction of the Cotton Belt Corridor Regional Rail project. The proposed project entails construction of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1).

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Your response should be directed to Catherine Nadals, FTA Environmental Protection Specialist, 819 Taylor St Rm 14A02, Fort Worth, TX 76102, catherine.nadals@dot.gov, or (682) 707-0033.

Sincerely,

Donald R. Koski, AICP
Director of Planning and Program Development- FTA Region VI

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Phone: 682-707-0033  
Or, fax to: 817-978-0575  
Email: Catherine.nadals@dot.gov preferred
February 17, 2017

Mark Wolfe
Executive Director
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

RE: Track # 201212043. Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Wolfe:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration (FAA) and the Federal Railroad Administration (FRA) are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating its Section 106 consultations with your office as DART is actively seeking additional funding to complete the project.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). This delegated authority does not extend to making determinations or conducting government-to-government consultation with federally recognized tribes. As the lead federal agency for this project, FTA is responsible for conducting government-to-government consultation with federally recognized tribes regarding any properties of traditional or cultural significance that may be located in the project area.

**Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would...
lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at www.dart.org/cottonbelt.

In 2012, URS Corporation drafted a letter on behalf of DART and FTA describing the undertaking, and providing background information on known historic properties within the project corridor. The letter recommended the proposed project APE of 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. THC concurred with the recommended APEs, proposed survey methodology and initial investigations of the historic properties identified in the APE (Attachment 2). As we reinitiate the project we respectfully request that you confirm that your concurrence is still effective.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and specific areas where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or jhoppie@dart.org, regarding any questions you may have related to the project. Please feel free to contact FTA directly at any time should you have any concerns or choose to consult directly with FTA.

We look forward to hearing from you. Comments should be directed to Catherine Nadals, FTA Environmental Protection Specialist at 682-707-0033 or Catherine.Nadals@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (2)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
February 17, 2017

Mark Wolfe
Executive Director
Texas Historical Commission
P.O. Box 12276
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As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating its Section 106 consultations with your office as DART is actively seeking additional funding to complete the project.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4). This delegated authority does not extend to making determinations or conducting government-to-government consultation with federally recognized tribes. As the lead federal agency for this project, FTA is responsible for conducting government-to-government consultation with federally recognized tribes regarding any properties of traditional or cultural significance that may be located in the project area.

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Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (2)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
February 17, 2017

Mr. Russell Martin, President
Tonkawa Tribe of Oklahoma
1 Rush Buffalo Road
Tonkawa OK. 74653

SUBJECT: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas: Reinitiation of Environmental and Historic Reviews

Dear President Martin:

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Tribal Consultation Options

Project Name: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project

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Email: Catherine.nadals@dot.gov preferred
Ms. Terri Parton, President
Wichita and Affiliated Tribes
P.O. Box 729
Anadarko, OK 73005

SUBJECT:  *Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas: Reinitiation of Environmental and Historic Reviews*

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Director of Planning and Program Development- FTA Region VI

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March 7, 2017

Stephen L. Brooks
Chief, Regulatory Branch
U.S. Army Corps of Engineers
Fort Worth District
P.O. Box 17300
Fort Worth, Texas 76102-0300

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project; Dallas County, Texas: ACOE Reference SWF-2010-00316

Dear Stephan L. Brooks:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and other federal legislation under the NEPA umbrella including the National Historic Preservation Act (NHPA). The Federal Railroad Administration and the Federal Aviation Administration are acting as cooperating Agencies under NEPA. FTA has authorized DART, as the potential recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 of NHPA for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)).

In 2010, the U.S. Army Corps of Engineers (USACE) was invited to participate in the project. By letter dated July 10, 2010, we received a response to this invitation indicating that Mr. Frederick Land had been assigned to the project under SWF-2010-00316; however, no specific environmental comments were included in the letter (see attached letter).
The Cotton Belt project would lie almost entirely within an existing railroad right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet wide. The corridor would be a mostly at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project can be found on the project Website at www.dart.org/cottonbelt.

At this time, we request that you provide us with any preliminary concerns you may have regarding the proposed rail project. Please also advise us if Mr. Frederick Land will continue to be our point of contact for the project.

Any environmental comments should be sent to Ronisha Hodge, FTA Community Planner at 817-978-0576, Ronisha.Hodge@dot.gov or John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (2)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Wes Pierson  
City Manager  
Town of Addison  
P.O. Box 9010  
Addison, TX  75001-9010

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Pierson:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). FTA will be responsible for making all findings and determinations.

**Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since
1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at www.dart.org/cottonbelt.

The area of potential effect (APE) for architectural resources extends 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. The APE for direct impacts is the project footprint. The project APE had previously been developed and approved by the Texas Historical Commission.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and locations where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or jhoppie@dart.org, regarding any questions you may have related to the project. Should you have any additional comments regarding this project, beyond those provided in 2010, please contact us within 30 days of receipt of this letter so that we might address or incorporate those concerns as soon as possible.

We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Ms. Erin Rinehart
City Manager
City of Carrollton
P.O. Box 110535
Carrollton, TX 75011-0535

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Rinehart:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
John MacFarlane, FAA
John Hoppie, DART
March 15, 2017

Mr. Brett Haney  
City Manager  
City of Cockrell Hill  
4125 W. Clarendon  
Dallas, TX 75211

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Haney:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,  
Director of Planning and Program Development, Region VI

Attachments (1)

cc:   Kevin Wright, FRA  
      John MacFarlane, FAA  
      John Hoppie, DART
March 15, 2017

Mr. Clay Phillips
City Manager
Coppell
255 Parkway Boulevard
Coppell, TX 75019

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Phillips:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

[Signature]

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. T. C. Broadnax
City Manager
City of Dallas
1500 Marilla Street
Room 4E North
Dallas, TX 75201

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Broadnax:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Gary Greer
City Manager
City of Farmers Branch
P.O. Box 819010
Farmers Branch, TX 75381-9010
RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Greer:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. David Cooke  
City Manager  
Fort Worth  
1000 Throckmorton Street  
Fort Worth, TX 76102

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Cooke:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Bradford:

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Director of Planning and Program Development, Region VI

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cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Ms. Aretha Ferrell-Benavides  
City Manager  
City of Glenn Heights  
1938 S. Hampton Road  
Glenn Heights, TX 75154

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Ferrell-Benavides:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). FTA will be responsible for making all findings and determinations.

**Project Description**

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We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Bruce Rumbelow  
City Manager  
Grapevine  
P.O Box 95104  
Grapevine, TX 76099

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Rumbelow:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
John MacFarlane, FAA
John Hoppie, DART
March 15, 2017

Mr. Bill Lindley
Town Administrator
Town of Highland Park
4700 Drexel Drive
Highland Park, TX 75205

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Lindley:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Chris Hillman
City Manager
City of Irving
825 W. Irving Blvd.
Irving, TX 75060

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Hillman:

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Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Bruce Glasscock
City Manager
City of Plano
P.O. Box 860358
Plano, TX    75086-0358

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Glasscock:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Dan Johnson
City Manager
City of Richardson
P.O. Box 830309
Richardson, TX 75083-0309

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Johnson:

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Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Brian Funderbunk
City Manager
City of Rowlett
P.O. Box 99
Rowlett, TX 75088-0099

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Funderbunk:

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Director of Planning and Program Development, Region VI

Attachments (1)

cc:  Kevin Wright, FRA
      John MacFarlane, FAA
      John Hoppie, DART
March 15, 2017

Ms. Antoinette Bacchus  
Assistant Director Transportation Planning  
Dallas County  
Public Works Administration Building  
411 Elm Street, 4th Floor  
Dallas, TX 75202  

RE: *Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas*

Dear Ms. Bacchus:

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Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Jonathan Toffer
Dallas County
Public Works Administration Building
411 Elm Street, 4th Floor
Dallas, TX 75202

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Toffer:

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We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Ms. Robbie Corder
City Manager
University Park
P.O. Box 8005
Dallas, TX 75205-0005

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Corder:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). FTA will be responsible for making all findings and determinations.

**Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since
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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Jim Cline
President
Denton County Transportation Authority
1660 South Stemmons, Suite 250
Lewisville, TX 75067

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Cline:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Project Description

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc:        Kevin Wright, FRA
           John MacFarlane, FAA
           John Hoppie, DART
March 15, 2017

Mr. Joel Jenkins
Airport Director
Addison Airport
16015 Addison Road. Suite #220
Addison, TX 75001

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Jenkins:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Project Description

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Sincerely,

Donald R. Koski
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Sean Donohue
Chief Executive Officer
DFW International Airport
P.O. Box 169408
DFW Airport, TX 75216

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Donohue:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
March 15, 2017

Mr. Paul Ballard  
President/Executive Director  
Fort Worth Transportation Authority  
1600 Lancaster Street  
Fort Worth, TX 76102

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Ballard:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc:    Kevin Wright, FRA
       John MacFarlane, FAA
       John Hoppie, DART
March 15, 2017

Mr. Michael Morris  
Director of Transportation  
NCTCOG  
616 Six Flags Drive  
P.O. Box 5888  
Arlington, TX 76005-5888

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Morris:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

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Sincerely,

[Signature]

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc:  Kevin Wright, FRA
     John MacFarlane, FAA
     John Hoppie, DART
March 15, 2017

Mr. Chad McKeown
Principal Transportation Planner
NCTCOG
616 Six Flags Drive
P.O. Box 5888
Arlington, TX 76005-5888

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. McKeown:

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Ms. Mary Keller  
NEPA Coordinator  
Bureau of Indian Affairs  
2051 Mercator Drive  
Reston, VA 20191

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Keller:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and other federal legislation under the NEPA umbrella including the National Historic Preservation Act (NHPA). The Federal Railroad Administration and the Federal Aviation Administration are acting as cooperating agencies under NEPA. FTA has authorized DART, as the potential recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 of NHPA for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)).

In 2010, the federal, state and regional agencies were invited to provide comments regarding potential impacts of the proposed project. Your agency did not provide a written response. Should you have any new concerns, please inform us within 30 days of receipt of this letter.

The proposed project would lie almost entirely within an existing railroad right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet
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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA  
    John MacFarlane, FAA  
    John Hoppie, DART
April 3, 2017

Ms. Sally Jewell  
Secretary of Interior  
Department of the Interior  
1849 C Street, NW  
Washington, DC 20240

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Jewell:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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DART will be conducting the bulk of the analysis for the project and would be most familiar with details including engineering and specific areas where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 or jhoppie@dart.org, regarding any questions you may have related to the project.

Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov and John Hoppie, DART Project Manager, at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

[Signature]

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

c: Kevin Wright, FRA
   John MacFarlane, FAA
   John Hoppie, DART
April 3, 2017

Mr. Ron Curry
Administrator
U.S. Environmental Protection Agency, Region 6
1445 Ross Avenue, Ste. 1200 (6EN-WS)
Dallas, TX 75202-2733

ATTN: Stephanie Meyers

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Curry:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and other federal legislation under the NEPA umbrella including the National Historic Preservation Act (NHPA). The Federal Railroad Administration and the Federal Aviation Administration are acting as cooperating agencies under NEPA. FTA has authorized DART, as the potential recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 of NHPA for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4).

In 2010, the federal, state and regional agencies were invited to provide comments regarding potential impacts of the proposed project. Your agency did not provide a written response. Should you have any new concerns, please inform us within 30 days of receipt of this letter.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Mr. Tony Robinson  
Regional Director  
Federal Emergency Management Administration, Region VI  
800 N. Loop 288  
Denton, TX 76209

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Robinson:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Mr. Tony Walker  
Regional Director  
Texas Commission on Environmental Quality  
Dallas/Fort Worth Region  
2309 Gravel Drive  
Fort Worth, TX 76118-6951

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Walker:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Ms. Christi Craddick  
Chairman  
Railroad Commission of Texas  
P.O. Box 12967  
Austin, TX 78711

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Craddick:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
Mr. Kelly Selman
District Engineer
TxDOT, Dallas District
4777 US 80
Mesquite, TX 75150

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Selman:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Mr. Erik Steavens
Rail Division Director
Texas Department of Transportation
118. E. Riverside
Austin, TX 78704

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Steavens:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
John MacFarlane, FAA
John Hoppie, DART
April 3, 2017

Rear Admiral David Callahan
District Commander
U.S. Coast Guard, 8th District
500 Poydras Street
New Orleans, LA 70130

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Rear Admiral Callahan:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

[Signature]

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Ms. Debra Bills
Field Supervisor
U.S. Fish and Wildlife Service
711 Stadium Drive, Suite 252
Arlington, TX 76011

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Bills:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 3, 2017

Mr. Benjamin Tuggle
Acting Director
U.S. Fish and Wildlife Service, Region 2
P.O. Box 1306
Albuquerque, NM 87103

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Tuggle:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
John MacFarlane, FAA
John Hoppie, DART
April 6, 2017

Mr. Carter Smith  
Executive Director  
Texas Parks & Wildlife Department  
4200 Smith School Road  
Austin, TX 78744

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project; Dallas County, Texas:

Dear Mr. Smith:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

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In 2010, Texas Parks & Wildlife was invited to participate in the project. By letter dated July 26, 2010, Ms. Karen Hardin of your office provided the attached response (see attached letter). We will proceed under the assumption that your previous comments continue to apply. Should you have any new or differing concerns, please inform us within 30 days of receipt of this letter. Please also advise us if Ms. Karen Hardin will continue to be our point of contact for the project.
The Cotton Belt project would lie almost entirely within an existing railroad right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet wide. The corridor would be a mostly at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project can be found on the project Website at www.dart.org/cottonbelt.

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Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (2)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 11, 2017

Mr. Bill Bilyeu
Collin County Administrator
Collin County Administration Building
2300 Bloomdale Rd., Suite 4192
McKinney, TX 75071

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Bilyeu:

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)). FTA will be responsible for making all findings and determinations.

**Project Description**

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since
1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at www.dart.org/cottonbelt.

The area of potential effect (APE) for architectural resources extends 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. The APE for direct impacts is the project footprint. The project APE had previously been developed and approved by the Texas Historical Commission.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and locations where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or jhoppie@dart.org, regarding any questions you may have related to the project. Should you have any additional comments regarding this project, beyond those provided in 2010, please contact us within 30 days of receipt of this letter so that we might address or incorporate those concerns as soon as possible.

We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski
Director of Planning and Program Development, Region VI

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
Mr. G.K. Maenius  
Tarrant County Administrator  
100 E. Weatherford  
Suite 404  
Fort Worth, Texas 7619  

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas  

Dear Mr. Maenius:  

The Federal Transit Administration (FTA) expects to provide financial assistance to Dallas Area Rapid Transit (DART) to construct the Cotton Belt Corridor Regional Rail project. We are contacting you as the award of FTA grants is subject to environmental and historic legislation including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1501.1E; and the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.004) that regulates efforts to assess the potential adverse effects to historic and archaeological resources. The Federal Aviation Administration and the Federal Railroad Administration are acting as cooperating agencies for the project.  

As you may recall, FTA and DART first consulted with you in 2010 regarding this project. However, DART put the project on hold as no funding source was identified beyond FTA funds. FTA is reinitiating consultations with you to ensure your specific concerns are once again included in our historic and environmental reviews. As we reinitiate the project, we respectfully ask that you inform us of any concerns or interests you may have beyond those provided in 2010.  

FTA has authorized DART, as the recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4). FTA will be responsible for making all findings and determinations.  

**Project Description**  

The Cotton Belt Corridor Regional Rail Project consists of a 26.2-mile light-rail line that would lie almost entirely within the existing Cotton Belt Freight Rail Corridor (Attachment 1). The railroad right-of-way was purchased by DART in 1990 and designated as a preserved corridor for
future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative for passenger rail. The right-of-way width of the light rail-line varies throughout the corridor, but is generally 100 feet. The corridor would primarily consist of an at-grade design configuration of single-track, with strategic sections of double-track. Additional information about the proposed project is available on the project website at www.dart.org/cottonbelt.

The area of potential effect (APE) for architectural resources extends 175 feet from the centerline for the existing right-of-way adjusted to 250 feet from the centerline for areas requiring new right-of-way. The APE for direct impacts is the project footprint. The project APE had previously been developed and approved by the Texas Historical Commission.

DART will be conducting the bulk of the analysis for the project and would be most familiar with specific details including engineering and locations where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 (direct), or jhoppie@dart.org, regarding any questions you may have related to the project. Should you have any additional comments regarding this project, beyond those provided in 2010, please contact us within 30 days of receipt of this letter so that we might address or incorporate those concerns as soon as possible.

We look forward to hearing from you. Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov, and John Hoppie, Project Manager, DART, 1401 Pacific Avenue, Dallas, TX 75202 or at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County,
Texas

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer.  ☒ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY’S FLOODPLAIN
ADMINISTRATORS BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT
REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD
REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

Steve Parker
City of Dallas Floodplain Administrator
320 East Jefferson Blvd., Room 307
Dallas, TX 75203
stephen.parker@dallascityhall.com
214-948-4690

Jim Lockart
City of Richardson Assistant Director of
Engineering
411 West Arapaho Road, Suite 204
Richardson, TX 75080
jim.lockart@cor.gov
972-744-4277

Michael McKay
City of Carrollton Floodplain Administrator
1945 East Jackson Road
Carrollton, TX 75006
mike.mckay@cityofcarrollton.com
972-466-3183

B. Caleb Thornhill
City of Plano Director of Engineering
1520 K Avenue, Suite 250
Plano, Texas 75074
Caleb@plano.gov
972-941-7152
REVIEWER:

Charla Marchuk, CFM
Floodplain Management and Insurance Branch
Mitigation Division
(940) 898-5561

DATE: April 10, 2017
April 18, 2017

Ronisha Hodge
FTA Community Planner
Federal Transit Administration
819 Taylor St.
Room 14A02
Fort Worth, TX 76102

Dear Ms. Hodge,

Reference is made to Mr. Donald Koski’s letter sent on April 3, 2017 regarding the DART Cotton Belt Corridor Project. The Dallas District of TxDOT does not have any concerns as to the potential impacts of the proposed project.

Let me know if you have any additional questions or concerns.

Sincerely,

[Signature]

John D. Hudspeth, P.E.
Director of Operations, Dallas District
Texas Department of Transportation

cc: Kelly Selman, P.E.
Mo Bur, P.E.
John Hoppie, DART Project Manager
April 19, 2017

Mr. Donald R. Koski, Director
Planning & Program Development, Region VI
U.S. Department of Transportation
Federal Transit Administration
819 Taylor St., Room 14A02
Fort Worth, TX 76102

Re: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Mr. Koski:

Thank you for your letter of April 3, 2017 addressed to Erik Steavens regarding the Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas. Mr. Steavens is no longer with the Texas Department of Transportation (TxDOT). I am responding as the current Rail Division Director at the Texas Department of Transportation.

This project is for a passenger rail service on a railroad corridor. In addition to the proposed passenger rail service, project design and development needs to take into consideration existing freight rail service and future plans for rail freight. The impact of future rail service on vehicular traffic at grade crossings also needs to be evaluated. TxDOT favors grade separations where possible. The railroad corridor is owned by DART and is within the planning jurisdiction of the North Central Texas Council of Governments (NCTCOG). TxDOT supports the planning process of NCTCOG.

If you have additional questions, please feel free to contact me by email at peter.espy@txdot.gov or at (512) 486-2056.

Sincerely,

Peter D. Espy
Rail Division Director

cc: Kevin Wright, Environmental Protection Specialist, Federal Railroad Administration
    John MacFarlane, Environmental Protection Specialist, Federal Aviation Administration
    John Hoppie, Southeast Corridor Project Manager, DART
    Michael Morris, P.E., Director of Transportation, NCTCOG
    Marc D. Williams, P.E., Deputy Executive Director, TxDOT
    James Selman, P.E., Dallas District Engineer, TxDOT
    Mohamed Bur, P.E., Dallas District Transportation Planning & Development Director, TxDOT
    Michael Chacon, P.E., Traffic Operations Division Director, TxDOT
    Eric Gleason, Public Transportation Division Director, TxDOT
    Gil Wilson, Rail Division, TxDOT
    Mark Werner, P.E., Rail Division, TxDOT
April 20, 2017

Debra Bills
Field Supervisor
US Fish and Wildlife Service
2005 NE Green Oaks Blvd.
Suite 140
Arlington, Texas 76006-6247

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project Dallas County, Texas

Dear Ms. Bills:

The Federal Transit Administration (FTA), in cooperation with Dallas Area Rapid Transit (DART), has recently reinitiated the Cotton Belt Corridor Regional Rail project. In 2010, DART originally launched and, soon thereafter, suspended the Cotton Belt Regional Rail project due to insufficient funding. As FTA may now provide funding to complete the project, FTA and DART will complete an Environmental Impact Statement (EIS) to assess potential environmental and historic impacts from construction of the 26-mile long rail line. The proposed project extends from Dallas-Fort Worth International Airport in Tarrant County, Texas through a large portion of northern Dallas County, Texas to Shiloh Road in the City of Plano in Collin County, Texas (see map).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and other federal legislation under the NEPA umbrella including the National Historic Preservation Act (NHPA). The Federal Railroad Administration and the Federal Aviation Administration are acting as cooperating agencies under NEPA. FTA has authorized DART, as the potential recipient of Federal assistance, to prepare information, analyses, and recommendations regarding Section 106 of NHPA for this project (per Subpart A, Section 800.2(a)(3) and 800.2(c)(4)).

In 2010, the federal, state and regional agencies were invited to provide comments regarding potential impacts of the proposed project. Your agency did not provide a written response. Should you have any new concerns, please inform us within 30 days of receipt of this letter.

The proposed project would lie almost entirely within an existing railroad right-of-way purchased by DART in 1990 and designated as a preserved corridor for future passenger rail service. The corridor has been included in various planning documents since 1983 as an alignment alternative.
for passenger rail. The right-of-way width varies throughout the corridor, but is generally 100 feet wide. The corridor would be a mostly at-grade design configuration of single-track, with intermittent sections of double-track. Additional information about the proposed project can be found on the project Website at www.dart.org/cottonbelt.

DART will be conducting the bulk of the analysis for the project and would be most familiar with details including engineering and specific areas where the project may require new construction in previously undisturbed areas. Consequently, we encourage you to interact directly with John Hoppie, Project Manager at DART at 214-749-2525 or jhoppie@dart.org, regarding any questions you may have related to the project.

Comments should be directed to Ronisha Hodge, FTA Community Planner at 817-978-0576 or Ronisha.Hodge@dot.gov and John Hoppie, DART Project Manager, at (214) 749-2525 or Cottonbelt@dart.org.

Sincerely,

Donald R. Koski,
Director of Planning and Program Development, Region VI

Attachments (1)

cc: Kevin Wright, FRA
    John MacFarlane, FAA
    John Hoppie, DART
April 24, 2017

Joel Butler
AmaTerra Environmental, Inc.
4009 Banister Lane, Suite 300
Austin, TX 78704

Re: Project review under the Antiquities Code of Texas
DART Cotton Belt Railway: D/FW to Shiloh Road, Tarrant, Dallas, and Collin Counties, Texas
Texas Antiquities Permit Application #7996

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) 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.texas.gov.

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,

[Signature]

for

Mark Wolfe
Executive Director

MW/Ift

Enclosures

Cc: Stephen Salin, DART
State of Texas
TEXAS ANTIQUITIES COMMITTEE
ARCHEOLOGY PERMIT # 7996

This permit is issued by the Texas Historical Commission, hereafter referred to as the Commission, represented herein by and through its duly authorized and empowered representatives. The Commission, under authority of the Texas Natural Resources Code, Title 9, Chapter 191, and subject to the conditions hereinafter set forth, grants this permit for:

**Intensive Survey**

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

**Title:** DART Cotton Belt Railway: D/FW to Shiloh Road  
**County:** Tarrant, Dallas, and Collin  
**Location:** From D/FW Airport to East Plano, Texas

**Owned or Controlled by:** (hereafter known as the Permittee):

Dallas Area Rapid Transit  
1401 Pacific Avenue  
Dallas, TX 75202

**Sponsored by** (hereafter known as the Sponsor):

Dallas Area Rapid Transit  
1401 Pacific Avenue  
Dallas, TX 75202

The Principal Investigator/Investigation Firm representing the Owner or Sponsor is:

Joel Butler  
AmaTerra Environmental, Inc.  
4009 Banister Lane, Suite 300  
Austin, TX 78704

This permit is to be in effect for a period of:

5 Years and 0 Months

and Will Expire on:

04/13/2022

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:

AmaTerra Environmental, Inc.

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

Texas State Univ.-CAS

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

Visually inspect rail stations and shovel test as necessary, shovel test proposed new track locations, backhoe trenching as necessary. For details, see work plan submitted with permit application.
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 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.)

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 course of the activities hereby authorized, 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 04/13/2017.

Pat Mercado-Allinger, for the Texas Historical Commission
May 4, 2017

Mr. Donald R. Koski  
Director of Planning and Program Development, Region VI  
U.S. Department of Transportation  
Federal Transit Administration  
819 Taylor St., Room 14A02  
Fort Worth, TX 76102

RE: Dallas Area Rapid Transit (DART) Cotton Belt Corridor Project  
Dallas, Tarrant, and Collin Counties  
TPWD Project 37878

Dear Mr. Koski:

The Texas Parks and Wildlife Department (TPWD) received the Federal Transit Administration’s (FTA) notice that the Cotton Belt Corridor Regional Rail project has been reinitiated due to availability of funds. FTA, in cooperation with DART, is seeking TPWD input in preparation of an Environmental Impacts Statement (EIS) to assess the potential impacts from construction of the 26-mile long rail line. The project would lie almost entirely within an existing railroad right-of-way, generally 100-foot wide, with at-grade single track and strategic sections of double track.

As indicated in your letter, TPWD provided scoping comments during the original launch of the project in 2010. The previous TPWD comments still apply however, TPWD offers additional input and recommendations.

**Recommendation:** TPWD recommends the EIS address each of the following resource sections below and identify best management practices (BMPs) that would be employed to avoid or minimize adverse impacts to the resources.

**Federal Regulations**

The Migratory Bird Treaty Act (MBTA) prohibits taking, attempting to take, capturing, killing, selling/purchasing, possessing, transporting, and importing of migratory birds, their eggs, parts and nests, except when specifically authorized by the Department of the Interior. The U.S. Fish and Wildlife Service Migratory Bird Office can be contacted at (505) 248-7882 for more information.

Within the project area, potential impacts to migratory birds may occur during site preparation and grading activities through the disturbance of existing vegetation and bare ground that may harbor active bird nests, including nests that may occur in grass, shrubs and trees and on bare ground including gravel pads and roads.

**Recommendation:** If clearing vegetation during the March 15th through September 15th nesting season is unavoidable, TPWD recommends surveying the construction area to ensure that no nests with eggs or young will be disturbed by construction.

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.
Any vegetation or bare ground areas where occupied nests are located should not be disturbed until the eggs have hatched and the young have fledged. TPWD prefers that removal of trees which contain colonial waterbird rookeries be avoided through route adjustments.

The project area is located within the Central Flyway, a major bird migration corridor that leads to the Texas coast and Central/South America. Artificial nighttime lighting can attract and disorient night-migrating birds. Birds circling the lights' glare can cause collision with station structures or exhaustion mortality.

**Recommendation:** TPWD recommends DART utilize the minimum amount of night-time lighting needed for safety and security along the ROW, at passenger stations, and at maintenance/operation yards. TPWD recommends lighting be down-shielded to light only the ground and reduce glare.

**State Regulations**

Section 68.015 of the Parks and Wildlife Code regulates state-listed species. Please note that there is no provision for the capture, trap, take, or kill (incidental or otherwise) of state-listed species. The *TPWD Guidelines for Protection of State-Listed Species* includes a list of penalties for take of state-listed species, [http://www.tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/media/tpwd_statelisted_species.pdf](http://www.tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/media/tpwd_statelisted_species.pdf).

The Texas Natural Diversity Database (TXNDD) is intended to assist users in avoiding harm to rare species or significant ecological features. Given the small proportion of public versus private land in Texas, the TXNDD does not include a representative inventory of rare resources in the state. Please note that absence of information in the database does not imply that a species is absent from that area. Although it is based on the best data available to TPWD regarding rare species, the data from the TXNDD do not provide a definitive statement as to the presence, absence or condition of special species, natural communities, or other significant features within your project area. These data are not inclusive and cannot be used as presence/absence data. This information cannot be substituted for on-the-ground surveys. The TXNDD is updated continuously based on new, updated and undigitized records; for questions regarding a record or to obtain digital data, please contact TexasNatural.DiversityDatabase@tpwd.texas.gov.

Please note that the TPWD Annotated County Lists of Rare Species are now available at [http://tpwd.texas.gov/gis/rgest/ (RTEST)]. These lists provide information regarding state-listed species that have potential to occur within each county in Texas. Although a review of the TXNDD indicated no known occurrences of threatened or endangered species within the vicinity of the project area, state-listed species could potentially be impacted if suitable habitat is present at or near the project site.

**Recommendation:** TPWD recommends that the EIS identify the state-listed species with potential to occur within the study area, referencing the RTEST list for Dallas, Collin, and Tarrant Counties. TPWD recommends DART conduct site surveys of
the rail alignment to identify suitable habitat for state-listed species, to assess potential impacts to state-listed species, and to determine route adjustments to avoid or minimize adverse impacts to state-listed.

Terrestrial State-listed Species: Of the terrestrial species listed as potentially occurring in the project counties, the state-threatened timber rattlesnake (*Crotalus horridus*) is more at risk for being impacted by construction activities than other state-listed terrestrial species due to its limited mobility and the likelihood of its suitable habitat occurring within the project area. The timber rattlesnake is a slow-moving, cryptic species that is less able to readily escape from heavy machinery than other wildlife, and would be susceptible to loss during clearing in upland and riparian woodlands. Various small vertebrates including snakes, lizards, toads and mice fall into trenches, become trapped, and are susceptible to loss from backfilling activities, exposure to elements, starvation, dehydration, and predation by other wildlife.

**Recommendation:** Because snakes are generally perceived as a threat and sometimes killed when encountered during clearing or construction, TPWD recommends DART inform employees and contractors of the potential for the state-listed threatened timber rattlesnake to occur in the study area. Contractors should be advised to avoid impacts to this and other snake species. Compared to other rattlesnakes, the timber rattlesnake is a rather docile species. Injury to humans usually occurs when the snake becomes agitated following harassment or when someone attempts to handle a recently dead snake that still contains its bite reflex. Therefore, contractors should avoid contact with the species if encountered.

**Recommendation:** If the project area is found to contain unavoidable habitat of the timber rattlesnake, then TPWD recommends a biological monitor be present during clearing and construction activities to assist in detecting state-listed species in the ROW. If the presence of a biological monitor during construction is not feasible, state-listed threatened species observed during construction should be allowed to safely leave the site or be translocated by a permitted individual to a nearby area with similar habitat that would not be disturbed during construction. TPWD recommends that any translocations of reptiles be the minimum distance possible no greater than one mile, preferably within 100-200 yards from the initial encounter location. For purposes of relocation, surveys, monitoring, and research, terrestrial state-listed species may only be handled by persons authorized through the TPWD Wildlife Permits Office, http://www.tpwd.texas.gov/business/permits/land/wildlife/research.

**Recommendation:** If trenching is involved, TPWD recommends that any open trenches or excavation areas be covered overnight or inspected every morning to ensure no reptiles or other wildlife species have been trapped. Trenches left open for more than two daylight hours should be inspected for the presence of trapped reptiles prior to backfilling. If trenches cannot be backfilled the day of initial trenching, then escape ramps should be installed at least every 90 meters. Escape ramps can be short lateral trenches or wooden planks sloping less than 45 degrees to the surface.

**Recommendation:** For soil stabilization and/or revegetation of disturbed areas within the proposed project area, TPWD recommends erosion and seed/mulch
stabilization materials that avoid entanglement hazards to snakes and other wildlife species. Because the mesh found in many erosion control blankets or mats pose an entanglement hazard to wildlife, TPWD recommends the use of no-till drilling, hydromulching and/or hydroseeding rather than erosion control blankets or mats due to a reduced risk to wildlife. If erosion control blankets or mats will be used, the product should contain no netting or contain loosely woven, natural fiber netting in which the mesh design allows the threads to move, therefore allowing expansion of the mesh openings. Plastic mesh matting should be avoided.

**Recommendation:** To aid in the scientific knowledge of a species’ status and current range, TPWD encourages reporting encounters of state-listed species to the TXNDD according to the data submittal instructions found at [http://tpwd.texas.gov/txnnd](http://tpwd.texas.gov/txnnd).

**Aquatic State-listed Species:** The project occurs within the Trinity River Basin. Project area waters may contain suitable habitat for the state-threatened alligator snapping turtle (*Macrochelys temminckii*), Texas pigtoe (*Fusconaia askewi*), sandbank pocketbook (*Lampsilis sativa*), Louisiana pigtoe (*Pleurobema riddelli*), and Texas heelsplitter (*Potamilus amphichaenus*). Project activities involving work within streams, temporary or permanent haul roads/crossings within streams, and dewatering activities may impact state-listed aquatic resources, if occurring within the project area.

**Recommendation:** TPWD recommends that DART ensure protection of state-listed aquatic resources during construction activities. TPWD recommends avoiding unnecessary temporary or permanent access roads across streams, avoiding the placement of bridge structures in streams, retaining riparian and stream vegetation, and employing appropriate sediment controls.

**Recommendation:** If work would be required within streams, the project may need to be coordinated with the TPWD KAST for appropriate authorization and to ensure protection of aquatic wildlife, see *Aquatic Resources* section below.

**State Regulations: Aquatic Resources**

TPW Code Section 1.011 grants TPWD authority to regulate and conserve aquatic animal life of public waters. Title 31, Chapter 57, Subchapter B, Section 57.157 of Texas Administrative Code (TAC) regulates take of mussels, including mussels that are not state listed.

Under TPW Code Section 12.015, 12.019, 66.015 and TAC 52.101-52.105, 52.202, and 57.251-57.259, TPWD regulates the introduction and stocking of fish, shellfish, and aquatic plants into public waters of the state. The *Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters* allows for movement (i.e., introduction, stocking, transplant, relocation) of aquatic species in waters of the state. Movement of aquatic species, even within the same river or estuary, has potential natural resources risk (e.g., exotics, timing for successful survival); therefore, a permit is required to minimize that risk.
Dewatering activities can impact aquatic resources through stranding fish and mussels. Other harmful construction activities can trample, dredge or fill areas exhibiting stationary aquatic resources such as plants and mussels. To avoid or reduce impacts, TPWD recommends relocating aquatic life to an area of suitable habitat outside the project footprint. Relocation activities are done under the authority of a TPWD Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters with an approved Aquatic Resource Relocation Plan (ARRP). Information regarding this permit can be obtained at http://www.tpwd.texas.gov/publications/fishboat/forms/. ARRPs assist in the permitting process to ensure that aquatic organisms are being handled properly and protected from danger during dewatering and/or relocation activities. Such plans are submitted to the appropriate TPWD Inland Fisheries or Coastal Fisheries Kills and Spills Team (KAST) for review. If dewatering activities and other project-related activities cause mortality to fish and wildlife species, then the responsible party could be liable for the value of the lost resources under the authority of TPW Code Sections 12.0011 (b) (1) and 12.301.

The project alignment would require crossing the Elm Fork of the Trinity River, in which recent surveys conducted approximately 5 miles downstream of the project area revealed occurrences of state-listed freshwater mussels.

**Recommendation:** TPWD recommends that impact avoidance measures for aquatic organisms, including all native fish and freshwater mussel species, regardless of state-listing status, be considered during project planning and construction activities.

**Recommendation:** TPWD recommends avoiding placement of temporary fills, culverts or structures into waters serving as suitable habitat for freshwater mussels. If construction occurs during times when water is present and dewatering, fill or trampling activities are involved, then TPWD recommends relocating potentially impacted native aquatic resources in conjunction with a Permit to Introduce Fish, Shellfish or Aquatic Plants into Public Waters and an ARRP. The ARRP should be completed and approved by the department 30 days prior to activity within project waters and/or resource relocation and submitted with an application for a no-cost Permit to Introduce Fish, Shellfish, or Aquatic Plants into Public Waters. ARRPs can be submitted to Greg Conley TPWD Region 2 KAST available at Greg.Conley@tpwd.texas.gov and 903-566-2518.

**State Regulations: Invasive Species**

Per TAC Title 31, Part 2, Chapter 57, Subchapter A, it is an offense for any person to possess, transport, or release into the water of this state any species, hybrid of a species, subspecies, eggs, seeds, or any part of any species defined as a harmful or potentially harmful exotic fish, shellfish, or aquatic plant. This rule applies not only to zebra mussels (*Dreissena polymorpha*) (live or dead) and their larvae but also to any species (or fragments thereof) designated as harmful or potentially harmful under this subchapter (e.g., giant salvinia, hydrilla, Eurasian watermilfoil).

Although surface waters may be spanned by the rail lines, work within surface waters may be required for construction of bridge structures or for construction of temporary
stream crossings to accommodate construction machinery and vehicle access. Equipment coming in contact with surface waters could transport aquatic invasive species where mud, plant debris, and/or water can accumulate.

**Recommendation:** If equipment would come in contact with inland streams or waterbodies, such as during construction/demolition of temporary and permanent crossings, TPWD recommends DART prepare and follow an aquatic invasive species transfer prevention plan which outlines BMPs for preventing inadvertent transfer of aquatic invasive plants and animals on project equipment. For information on how to avoid spreading harmful aquatic invasive species, please refer to the **TPWD Clean/Drain/Dry Procedures and Zebra Mussel Decontamination Procedures for Contractors Working in Inland Public Waters** which can be obtained at [http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/media/WHAB_ZebraMussel_CleanDrainDryDecontaminationProcedures_Final_02052015.pdf](http://tpwd.texas.gov/huntwild/wild/wildlife_diversity/habitat_assessment/media/WHAB_ZebraMussel_CleanDrainDryDecontaminationProcedures_Final_02052015.pdf).

**State Fish and Wildlife Resources**

In addition to state- and federally-protected species, TPWD tracks special features, natural communities, and rare species also known as Species of Greatest Conservation Need (SGCN) that are not listed as threatened or endangered (https://tpwd.texas.gov/huntwild/wild/wildlife_diversity/nongame/tcap/sgcn.phtml). These species and communities are tracked in the TXNDD, and TPWD actively promotes their conservation. TPWD considers it important to evaluate and, if necessary, minimize impacts to rare species and their habitat to reduce the likelihood of endangerment and preclude the need to list as threatened or endangered in the future.

Review of aerial imagery and other publicly-available data indicates the project primarily occurs within an urban setting with some areas of undeveloped upland woodland, bottomland/riparian woodland, and grassland, which can support rare resources where suitable site characteristics occur. Based on habitat requirements and/or nesting/denning characteristics, SGCN fauna with greater potential to occur in the project area and with greater potential to be impacted by project activities include the western burrowing owl (*Athene cunicularia hypugaea*), Plains spotted skunk (*Spilogale putorius interrupta*), Texas garter snake (*Thamnophis sirtalis annectens*), and a crayfish (*Procambarus steignani*). SGCN flora of the project counties include plateau milkvine (*Matelea edwardsensis*), Topeka purple-coneflower (*Echinacea atrorubens*), tree dodder (*Cuscuta exaltata*), Texas milk vetch (*Astragalus reflexus*), Hall’s prairie clover (*Dalea hallii*), Reverchon’s curbpea (*Pediometum reverchonii*), Auriculate false foxglove (*Agalinis densiflora*), Osage Plains false foxglove (*Agalinis densiflora*), Glen Rose Yucca (*Yucca necopina*), Glass Mountains coral-root (*Hexalectris nitida*), and Warnock’s Coral-root (*Hexalectris warnockii*).

**Recommendation:** TPWD recommends that the EIS identify SGCN species with potential to occur within the study area, referencing the RTEST list for Dallas, Collin, and Tarrant Counties. TPWD recommends avoiding impacts to SGCN, natural plant communities, or special features if discovered in the project area during the site assessment or during construction, operation and maintenance.
TPWD Point of Contact

Please continue to coordinate with me as the point of contact for this project. The TPWD Wildlife Habitat Assessment Program now accepts projects through electronic submittal to WHAB@tpwd.texas.gov. If submitting project and coordination documents electronically, please include unzipped files up to size 34 MB with an appropriate cover letter. Otherwise, hard copies can be mailed to me at the letterhead address. If you have questions, free to contact me at Karen.Hardin@tpwd.texas.gov or (903) 322-5001.

Sincerely,

Karen B. Hardin
Wildlife Habitat Assessment Program
Wildlife Division

cc: John Hoppie, DART
RESOLUTION NO. 2017-0613.2

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COPPELL, TEXAS, SUPPORTING DART BOARD DESIGN AND REALIGNMENT OF THE COTTON BELT RAIL LINE THROUGH GRANT FUNDING AND THE FEDERAL RAILROAD ADMINISTRATION’S RAILROAD REHABILITATION AND IMPROVEMENT FINANCING PROGRAM; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, regional passenger rail service substantially benefits regional mobility, improves air quality initiatives and improves the quality of life for all residents; and

WHEREAS, only the development of the full Cotton Belt Rail Line would connect Fort Worth, D/FW International Airport, Dallas, Coppell, Carrollton, Addison, the University of Texas at Dallas, Richardson and Plano; and

WHEREAS, previous administration and City Council have supported development of the Cotton Rail Line; and

WHEREAS, a portion of such rail line passes through the City of Coppell; and

WHEREAS, the City of Coppell has strongly supported Transit-Oriented Development (TOD); and

WHEREAS, the owners of the properties adjacent to the City of Coppell have developed a strong local partnership and believe the southern alignment in Coppell will offer the greatest operational benefits to connect the Cotton Belt Rail Line to current Dallas Area Rapid Transit Authority (DART) transportation rail; lines; and

WHEREAS, the DART is considering resetting the delivery of the Cotton Belt Rail Line to 2022; and now is undertaken the possible realignment through the City of Coppell

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COPPELL, TEXAS:

SECTION 1. That the City of Coppell fully supports DART Board redesign and realignment of the Cotton Belt Rail line throughout Coppell from Luna Road westward to Freeport Parkway which would incorporate a Southern reconfiguration to provide a station in the Northlake / Cypress Water Campus subject to:

A. Grade separation at South Belt Line Road;
B. Quiet zones at Fairway Drive, MacArthur Boulevard, Mockingbird Lane, Moore Road, south Coppell Road, Freeport Parkway and at locations where track crosses East Belt Line Road to move to Cypress Waters and on Southwestern Boulevard where track returns to current rail bed;

C. Sound walls and other noise attenuation elements along the route adjacent to single family residential areas as determined by the City; and

D. Trail by Rail segments along entire route through Coppell.

SECTION 2. That the City of Coppell fully supports DART’s efforts to proceed immediately with the processes for design and funding through the Federal Railroad Administration’s Railroad Rehabilitation and Improvement Financing Program for the Cotton Belt Rail Line.

SECTION 3. That this Resolution shall become effective immediately upon its passage.

DULY RESOLVED AND ADOPTED by the City Council of the City of Coppell, Texas on this the 13th day of June, 2017.
CITY OF COPPELL, TEXAS

Karen Selbo Hunt, Mayor

APTEST:

Christel Pettinos, City Secretary

APPROVED AS TO FORM:

Robert E. Hager, City Attorney
A Resolution of the City of Plano, Texas, supporting a DART Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project from Shiloh Road in the City of Plano to DFW Airport.

WHEREAS, DART is proposing the 26-mile Cotton Belt Corridor Regional Rail Project to enhance passenger rail service opportunities for the North Texas region; and

WHEREAS, the proposed project will provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area; and

WHEREAS, the proposed project will interface with three DART light rail lines: Red Line in Richardson and Plano, the Green Line in Carrollton and the Orange Line at DFW Airport; and

WHEREAS, the project will also connect to Fort Worth Transit Authority’s TEX Rail Regional Rail Line to Fort Worth and the DFW Airport Skylink People Mover; and

WHEREAS, the City of Plano continues to support the development and operation of this project; and

WHEREAS, the DART Cotton Belt Corridor Regional Rail Project includes the extension of the fixed guideway to Shiloh Road, a regional rail station complex near its intersection with the Red Line and a regional rail station at Shiloh Road, in the City of Plano; and

WHEREAS, the Draft Environmental Impact Statement will identify the Cotton Belt alignment, grade separations for street crossings, station locations, and mitigation measures required to meet Federal Transit Administration (FTA) requirements; and

WHEREAS, the DART Board has a “Betterments” policy that provides funding and a community involvement process for enhancements that would be in addition to the mitigation measures required by the FTA.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:

SECTION I: The City of Plano supports the development and operation of the Cotton Belt Corridor Regional Rail Project.

SECTION II: The Plano City Council continues to support the proposed fixed guideway route on the CityLine Alignment and to extend the fixed guideway to Shiloh Road.

SECTION III: The Plano City Council supports the proposed 12th Street rail station complex with Red Line transfer capability and a regional rail station near Shiloh Road.

SECTION IV: The Plano City Council supports member cities contributing to the success of the project by creating tax increment financing districts or cash grants.
SECTION V: The Plano City Council requests savings from the elimination of station(s) should be redirected to providing additional parking at adjacent stations and the reduction of overall project costs.

SECTION VI: The Plano City Council requests that the DART Board maintain its $50 million commitment to provide enhancements in residential areas of the Cotton Belt corridor, adjust the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

SECTION VII: The Plano City Council requests DART reinvestigate the need for grade crossings at K Avenue, Municipal Avenue, and Jupiter Road.

SECTION VIII: The Plano City Council requests DART provide additional parking at the Addison Station and University of Texas, Dallas Station should the Preston Road/ Keller Springs Station and Coit Road Station be eliminated for the project.

SECTION IX: The Plano City Council requests that should DART enact long-term or short-term paid parking policies at the stations, DART member cities’ residents receive free parking.

DULY PASSED AND APPROVED, this the 26th day of March, 2018.

Harry LaRosiliere, Mayor

ATTEST:

Lisa C. Henderson, City Secretary

APPROVED AS TO FORM:

Paige Mims, City Attorney
August 29, 2017

Deborah Dobson-Brown
AmaTerra Environmental, Inc.
4009 Bannister Lane, Suite 300
Austin, Texas 78704

Re: Project Review under Section 106 of the National Historic Preservation Act, DART Cotton Belt Corridor Station Locations Historic Resources Survey, Dallas, Tarrant, and Collin Counties (FTA/106, THC #201708924)

Ms. Dobson-Brown:

Thank you for your correspondence of July 31, 2017, transmitting the above-referenced draft report. 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 report, Dallas Area Rapid Transit (DART) proposes to construct and operate a new passenger rail line from Dallas/Fort Worth International Airport to Plano along a double-track corridor that generally follows the existing Cotton Belt Railroad. This draft historic resource survey report covers only the identification of non-archaeological historic resources within the Areas of Potential Effect (APE) for the twelve (12) proposed stations and three (3) proposed support facilities. THC concurs that the APE, properties wholly or partially within 250 feet of the proposed stations and support facilities is appropriate. In 2012–13, DART completed a historic resources survey of the proposed 26-mile corridor. At that time, the general locations of the stations were known, but DART requested, and THC concurred, to coordinate the identification of historic properties in the vicinity of the stations separately to allow for further development of the station area plans, including their type, footprint, and expected impacts. All identification of archeological resources will also be coordinated separately.

THC concurs that the Carrollton Depot (Resource 21, 1013 East Belt Line Road, Downtown Carrollton Station Area) is eligible for listing in the National Register of Historic Places at the local level of significance as part of the Historic Cotton Belt Railroad Thematic Corridor under Criterion A for its association with transportation and community development and under Criterion C for its architecture. The Depot was relocated approximately 350 feet northwest of its original location by DART in accordance with the Memorandum of Agreement for the Northwest Corridor (Green Line) Light Rail project. In its current location, the Depot is in an appropriate setting, it retains its architectural integrity, and it remains the property most importantly associated with the Carrollton railroad crossing, and thus satisfies Criteria Consideration B for moved properties. A National Register boundary that includes the building footprint and its immediate vicinity appears to be appropriate. THC concurs that the proposed railroad and station development will have no effect on the Carrollton Depot.

THC concurs that the Addison State Bank (Resource 44, 4803 Broadway, Addison Transit Center Area) is eligible for listing in the National Register at the local level of significance under Criterion A for its association with commerce. A National Register boundary that corresponds to the current parcel appears to be appropriate. THC concurs that the proposed railroad and station development will have no effect on the Addison State Bank.

THC concurs that the White Rock Creek Railroad Bridge (Resource 45, Cotton Belt Railroad over White Rock Creek), which was determined eligible for listing in the National Register in 2013 at the local level of significance as part of the Historic Cotton Belt Railroad Thematic Corridor under Criterion C for its architecture/design, remains eligible. THC concurs that the removal or demolition of the bridge will have an adverse effect on the historic property. Strategies to avoid or minimize the adverse effect should be considered and discussed with the appropriate consulting parties before any mitigation measures are developed.
THC concurs that the Hayes Dam (Resource PGBT01, Spring Creek near US75 and the President George Bush Turnpike) is a newly-identified historic-age resource that should be treated as eligible for listing in the National Register. THC also concurs that if the proposed rail construction avoids any direct impacts to the dam, no further National Register evaluation is required and the project will have no adverse effect on the Hayes Dam. However, should the project propose any direct impact to the dam, an intensive evaluation of the property will be required.

THC concurs that the Old City Cemetery/L.A. Davis Cemetery (Resource 61, 1000 Avenue H, Plano 12th Street Station Area) is eligible for listing in the National Register at the local level of significance under Criterion A for its association with social history and satisfying 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. THC understands that no ground disturbance is proposed within the vicinity of the Cemetery; therefore, THC concurs that the project will have no effect on the historic Cemetery. Should plans be revised to include the potential for ground disturbance in the vicinity of the Cemetery, the presence of any burials within the project area should be determined prior to the start of work in consultation with Rebecca Shelton of the THC Division of Archeology.

THC concurs that the five (5) historic-age resources identified within the APE of the proposed Dallas, Garland, and Northeastern Railroad (DGNO) Mockingbird Yard are not eligible for listing in the National Register. Finally, THC concurs that there are no historic-age resources within the APE for the following proposed stations and support facilities: DFW Terminal B, DFW North, Cypress Waters, Equipment Maintenance Facility, New Mercer Yard, Preston Road, Coit Road, UT-Dallas, and Shiloh.

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; 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; or, for any questions concerning our comments on archeological investigation at Old City Cemetery/L.A. Davis Cemetery, please contact Rebecca Shelton at 512-463-6043 or Rebecca.Shelton@thc.texas.gov.

Sincerely,

Justin Kockritz, Historian, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

cc: Michael Black, Collin County Historical Commission, Chair, via email
Fred Durham, Dallas County Historical Commission, Chair, via email
Cody Scallions, City of Carrollton, Historic Preservation Advisory Committee Liaison, via email
Olga Chernomoretz, Town of Addison, Senior Planner, via email
Mark Doty, City of Dallas, Historic Preservation Section, via email
Michael Spicer, City of Richardson, Director of Development Services, via email
Bhavesh Mittal, City of Plano, Historic Preservation Officer, via email
Kitty Henderson, Historic Bridge Foundation, Executive Director, via email
David Preziosi, Preservation Dallas, Executive Director, via email

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 • TDD 1-800-735-2989 • thc.texas.gov
November 2, 2017

Rebecca Shelton  
Texas Historical Commission  
1511 Colorado Avenue  
P.O. Box 12276  
Austin, TX  78711-2276

Re: Archeological Resource Survey for DART’s Cotton Belt Corridor Regional Rail, Tarrant, Dallas and Collin Counties. Permit No. 7996

Dear Ms. Shelton:

Dallas Area Rapid Transit (DART) is pleased to submit the attached report, entitled *Archeological Resources Survey: Cotton Belt Corridor Regional Rail, Tarrant, Dallas and Collin Counties*, Texas for your review and comment. The report was prepared for DART by AmaTerra Environmental, Inc. The project was conducted under Permit No. 7996, with Joel Butler serving as Principal Investigator. AmaTerra excavated 154 shovel tests and 22 backhoe trenches in support of the project, documenting three new archeological sites, 41COL291, 41COL299 and, 41DL535. Site 41COL299 was initially recommended for further testing to determine NRHP/SAL-eligibility, but was subsequently removed from the project Area of Potential Effects (APE) and will no longer be directly impacted by the undertaking. Sites 41COL299 and 41DL535 are recommended as not eligible for NRHP/SAL-listing.

Additionally, investigators located and inadvertently removed unmarked human remains within then-current DART right-of-way (ROW) adjoining the L.A. Davis Cemetery. DART has deeded the property where the remains were found to the L.A. Davis Cemetery and modified their design to avoid all construction and ground disturbance in this area, thus removing it from the project’s APE. The remains have been reinterred at their discovery location. AmaTerra recommends that no further work is warranted on any portion of the proposed rail alignment.

Sincerely,

[Signature]

John Hoppie  
Project Manager

c:  Cotton Belt Project File  
Victor Ibewuik  
Kristine Lloyd, HDR
Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas Permit 7996

201803831
DART Cotton Belt Regional Rail Line
DART
Plano, Dallas, Fort Worth, Carrollton,TX

Dear AmaTerra Cultural Resources Team:
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 and the Antiquities Code of Texas.

The review staff led by Rebecca Shelton and Linda Henderson 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.

We have the following comments: Thank you for the revised draft and detailed information on the investigations at the L.A. Davis Cemetery. Minor editorial comments are we noted some discrepancy in the trinomials discussed. Abstract, paragraph 4 should read 41COL299 instead of 41DL299 and page 106 paragraph 4, should close with 41COL291.

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, linda.henderson@thc.texas.gov.

Sincerely,
Please do not respond to this email.
December 4, 2017

Steve Salin
Vice President, Capital Planning
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-7213

RE: Spring Creek Trail

Dear Mr. Salin:

The City of Richardson strongly supports the DART Cotton Belt Corridor Regional Rail Project including the CityLine Alignment. The City understands that the CityLine Alignment requires the direct use of a portion of Spring Creek Trail, a 12’ wide city-owned recreational trail. We further understand that portions of the Spring Creek Trail would be closed during construction of the project and that a portion of the trail will be reconstructed in a new location as part of the project.

We have reviewed the draft Section 4(f) Statement and Chapter 26 documentation being prepared for the trail and have determined the project will not adversely affect the activities, features, and attributes that qualify the trail for protection under Section 4(f) of the Department of Transportation Act of 1966.

If you have any questions, I can be reached at (972) 744-4201.

Sincerely,

Dan Johnson
City Manager

c:  John Hoppie, DART
    Cliff Miller, Assistant City Manager
    Dave Carter, Transportation Director
Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
201804335
Determination of Effects Report
multiple
Grapevine, TX

Dear AmaTerra Cultural Resources Team:
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 Alex Toprac has completed its review and has made the following determinations based on the information submitted for review:

**Above-Ground Resources**
- Adverse effects on historic properties

**Archeology Comments**
- THC/SHP concurs with information provided

**We have the following comments:** The Division of Architecture review staff, led by Alexander Toprac, has determined the current proposal of relocating and reusing the White Rock Creek Railroad Bridge as an adverse effect to this eligible historic resource. The staff commends the proposal to move the bridge 30 feet north of the current location and to reuse the historic structure as a pedestrian amenity, but these measures act as mitigation rather than avoidance of the adverse effect caused by the relocation and alteration of the bridge, disassociating the historic resource from its original context as part of the railroad. The agency staff requests that a draft Memorandum of Agreement or any revised proposal be submitted to continue the Section 106 review and consultation process.
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, alexander.toprac@thc.texas.gov.

Sincerely,

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

Please do not respond to this email.
RESOLUTION NO. 18-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS, SUPPORTING A DALLAS AREA RAPID TRANSIT (DART) SERVICE PLAN AMENDMENT TO ADD A FIXED GUIDEWAY ROUTE IN CITYLINE ALIGNMENT ON THE PROPOSED COTTON BELT REGIONAL RAIL CORRIDOR; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, DART’s current Service Plan includes a fixed guideway route on the Cotton Belt Corridor extending from the Green Line to the Red Line; and

WHEREAS, DART proposes to amend the Service Plan to add a fixed guideway route west of the Green Line to DFW Airport and east of the Red Line to Shiloh Road in Plano; and

WHEREAS, the DART Cotton Belt Regional Rail Corridor project includes CityLine Alignment fixed guideway route diversion from the existing railroad corridor to provide a Regional Rail Station at the CityLine/Bush Rail Station in the City of Richardson; and

WHEREAS, the City of Richardson has already expressed a strong commitment and support for the CityLine Alignment through dedication of right-of-way and Tax Increment Finance (TIF) district funding; and

WHEREAS, DART’s enabling legislation requires that the addition of a fixed guideway route through CityLine in the City of Richardson must be formally approved by the City of Richardson, Texas;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS:

SECTION 1. That the Richardson City Council supports the proposed DART Service Plan Amendment to add a fixed guideway route on the CityLine Alignment within the City of Richardson for the Cotton Belt Regional Rail Corridor Project.

SECTION 2. That the Richardson City Council supports DART’s efforts to develop a CityLine/Bush Cotton Belt Station design that is complementary with the existing light rail station’s architectural design.

SECTION 3. That the Richardson City Council supports DART’s efforts to grade separate Custer Parkway.
SECTION 4. That the Richardson City Council supports DART’s efforts to achieve both functional and aesthetic design objectives with the Cotton Belt / US75 grade separation bridge structure along the CityLine fixed guideway route.

SECTION 5. That the Richardson City Council supports DART’s efforts to plan for the implementation of a Cotton Belt Corridor regional hike and bike trail and requests that DART work towards obtaining environmental clearance of the Trail along their right-of-way and to build the portions of the Cotton Belt Trail as part of the Cotton Belt Rail project that will be impractical for other agencies to build after rail operations are initiated.

SECTION 6. That this Resolution shall become effective immediately from and after its passage.

DULY RESOLVED AND ADOPTED by the City Council of the City of Richardson, Texas, on this the 22nd day of January, 2018.

CITY OF RICHARDSON, TEXAS

MAYOR

ATTEST:

CITY SECRETARY

APPROVED AS TO FORM:

CITY ATTORNEY

(PGS:01/12/2018-94945)
February 23, 2018

Mr. Donald Koski  
Director of Planning and Program Development  
Federal Transit Administration Region VI  
819 Taylor Street, Rm 14A02  
Fort Worth, TX 76102

Re: White Rock Creek Railroad Bridge, Section 4(f) Bridge Coordination  
Dallas Area Rapid Transit – Cotton Belt Corridor Regional Rail Project

Dear Mr. Koski:

The Dallas Area Rapid Transit (DART), is planning a regional rail project which requires the replacement and relocation of the White Rock Creek Railroad Bridge, currently located on the Cotton Belt Rail Line in Dallas, Texas. The White Rock Creek Railroad Bridge was constructed in 1917 by the American Bridge Company.

The White Rock Creek Railroad Bridge was determined eligible for the National Register of Historic Places (NRHP), under Criterion C (design), since the structure is technologically important and a well-preserved example of a single-track truss bridge. White Rock Creek Railroad Bridge is protected under both Section 106 and Section 4(f). Section 106 consultation has already occurred for this project with the Texas Historical Commission (THC), and an “adverse effect” finding has been determined appropriate (THC concurrence, August 27, 2017 and December 21, 2017). Currently, DART is working on a Memorandum of Agreement (MOA) with your agency to address the adverse effects the bridge replacement and relocation project would have on the historic structure. Under Section 4(f), DART, based on discussions with the THC, has determined that the Programmatic Section 4(f) Evaluation and Approval for FHWA projects that Necessitate the Use of Historic Bridges is appropriate for this project.

DART is proposing to relocate the White Rock Creek Railroad Bridge approximately 30-feet northwest of its current location, to be used in the planned Cotton Belt Regional Trail. This trail is a 12-foot wide regional trail, to be situated along 16 miles of the rail corridor. DART is proposing to maintain and preserve the Bridge, according to stipulations outlined in the MOA.
As part of the Programmatic Section 4(f) Evaluation, DART is writing to determine if (1) your agency has any concerns with removing and relocating the bridge, and (2) your agency concurs with the use of a Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (please indicate your concurrence by signing below).

If you have questions, please contact John Hoppie at 214-749-2525 or jhoppie@DART.org.

Sincerely,

Chad Edwards
Assistant Vice President, Capital Planning

C: John Hoppie, DART
   Victor Ibewuike, DART
   Kris Lloyd, HDR
   Deborah Dobson-Brown, AmaTerra

Concurrence

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February 26, 2018

Mr. Reid Nelson
Director
Office of Federal Agency Programs
Advisory Council on Historic Preservation
401 F Street, NW, Suite 308
Washington, DC 20001-2637

Subject: Notification of Adverse Effect Determination Dallas Area Rapid Transit (DART) Cotton Belt Project

Dear Mr. Nelson:

The Federal Transit Administration (FTA) is the lead federal agency for the Dallas Area Rapid Transit’s (DART) Draft Environmental Impact Statement for the above referenced project. Attached via e106@achp.gov is a summary of the proposed project. FTA is writing to notify you that the above undertaking would adversely affect The White Rock Creek Bridge (The Bridge).

In consultation with the Texas Historical Commission (THC), the Bridge has been determined eligible for listing on the National Register of Historic Places (NRHP) in accordance with Regulations 36 C.F.R. Part 800.4. In November 2017, DART’s SOI-qualified consultants recommended that FTA make a finding of an adverse effect based on information in the report titled the Determination of Effects for the White Rock Creek Railroad Bridge. The FTA in consultation with THC determined the current proposal of relocating and reusing the White Rock Creek Railroad Bridge as an adverse effect to this eligible historic resource. These measures act as mitigation rather than avoidance of the adverse effect caused by the relocation and alteration of The Bridge, disassociating the historic resource from its original contact as part of the railroad. THC staff commended the proposal to move the bridge 30 feet north of the current location and to reuse the historic structure as a pedestrian amenity concurrency with the finding of an adverse effect in a December 21, 2017 memo.

FTA and DART, in consultation with the THC, have agreed to resolve adverse effects by relocating the Bridge 30 feet to the north within the existing railroad corridor and reusing the Bridge as a pedestrian/bicycle trail that would run adjacent to the DART project alignment. The Bridge has been in disuse and not maintained for approximately 30 years, showing signs of deterioration. Relocation of the bridge over the same creek will allow the existing structure to be reused, and will extend its life and provide for an opportunity of interpretation of the bridge and the Cotton Belt Corridor. FTA, DART, and the THC are in the process of developing a Memorandum of Agreement to document the agreed mitigation.

Supporting Documentation includes:
- THC Concurrency for the DART Cotton Belt Project (March 17, 2017)
• Draft Historic Resources Reconnaissance Survey Report for the Proposed Cotton Belt Corridor Regional Rail Project Tarrant, Dallas, and Collin Counties, Texas (August 2013)
• THC response to a 106 Review of the DART Cotton Belt Station Area Survey_ (August 29, 2017)
• Historic-age Resource Reconnaissance Survey—Station Locations (July 2017)
• Draft Archeological Resource Survey – Cotton Belt Corridor Regional Rail (October 13, 2017)
• Draft Determination of Effects Report for the Cotton Belt Regional Rail Corridor: Determination of Effects for the White Rock Creek Railroad Bridge (November 13, 2017)
• THC Correspondence and Comments on the Draft Archeological Resource Survey (November 22, 2017)
• THC Concurrence of 14 Properties not Eligible for listing in the National Register for the 12th Street Station (December 20, 2017)
• THC 12th Street Station Resources Technical Memorandum (December 21, 2017)
• THC Determination of Adverse Effects to the White Rock Creek Railroad Bridge, and request for a draft Memorandum of Agreement (December 21, 2017)
• Draft Memorandum of Agreement among FTA, DART, and THC regarding the Cotton Belt Corridor Regional Rail Project, Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano, Texas (January 30, 2018). Mitigation in the MOA will include the following:
  o Modified HAER Level III documentation including:
    ▪ archival-quality prints of photographs documenting the Bridge’s present appearance and major structural or decorative details taken using 35-mm black and white film (modified from HAER large-format requirements) and processed following the National Park Service guidelines for digital prints,
    ▪ written report, including history and physical description, following the outline format for HAER Level III documentation,
    ▪ U.S. Geological Survey topographic map identifying the location of the Bridge, and
    ▪ reproductions of supplementary documentation including original drawings, field notes and historic images, if they exist.
  o Development of a historical marker at the site.

Through this letter and associated e-106 submittal, FTA is notifying the ACHP of FTA’s finding of an adverse effect and the agency’s actions to resolve adverse effects in consultation with the THC. Should you have any comments or need further information, please contact Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

Enclosures: (ACHP e106 submittal form and 11 attachments)

cc: Sarah C. Stokely, Advisory Council on Historic Preservation
    Elizabeth Brummett, Texas Historical Commission
    Justin Kockritz, Texas Historical Commission
    Alexander Toprac, Texas Historical Commission
    Steve Salin, Vice President DART Capital Planning
    John Hoppie, DART Capital Planning
    Victor Ibewuike, DART Capital Planning
March 5, 2018

Ms. Melissa Foreman
Community Planner
Federal Transit Administration – Region VI
819 Taylor Street, Room 14A02
Fort Worth, TX 76102

Ref: Proposed Cotton Belt Corridor Regional Rail Project
Dallas County, Collin County, Tarrant County, Texas

Dear Ms. Foreman:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, “Protection of Historic Properties” (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Texas State Historic Preservation Officer (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Ms. Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs
March 8, 2018

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

Re: White Rock Creek Railroad Bridge, Section 4(f) Bridge Coordination
Dallas Area Rapid Transit – Cotton Belt Corridor Regional Rail Project
Dallas, Dallas County, Texas

Dear Mr. Wolfe:

The purpose of this letter is to seek your concurrence, as the official with jurisdiction over the White Rock Creek Railroad Bridge (bridge), that in light of the Section 106 finding of adverse effect to the bridge by the Cotton Belt Corridor Regional Rail Project (project), the U.S. Department of Transportation’s Section 4(f) regulation (23 CFR 774 et seq.) applies to the project.

Context
The Federal Transit Administration (FTA), in cooperation with the Dallas Area Rapid Transit (DART), is planning a regional rail project which requires the replacement and relocation of the bridge, currently located on the Cotton Belt Rail Line in Dallas, Texas. The bridge was constructed in 1917 by the American Bridge Company.

The bridge was determined eligible for the National Register of Historic Places (NRHP), under Criterion C (design), since the structure is technologically important and a well-preserved example of a single-track truss bridge. Section 106 consultation has already occurred for this project and an “adverse effect” finding has been determined appropriate (THC concurrence, August 27, 2017 and December 21, 2017).

Currently, FTA and DART are developing a Memorandum of Agreement (MOA) to address the adverse effects of the project to the bridge. As part of mitigation, DART is proposing to relocate the bridge approximately 30 feet northwest of its current location, to be used as part of the planned Cotton Belt Regional Trail. The trail will be a 12-foot wide regional trail, to be situated along 16 miles of the rail corridor. DART is proposing to maintain and preserve the bridge according to stipulations outlined in the MOA.

Section 4(f)
Section 4(f) of the U.S. Department of Transportation (USDOT) Act protects historic sites of national, state or local significance. Significance is typically determined through the Section 106
process. Because the historic significance of the bridge was confirmed by means of the eligibility
determination made during Section 106 consultation for the project, the bridge is also considered
significant under Section 4(f). In addition, the Section 106 adverse effect determination means a
direct and permanent impact to the bridge (defined as a "use" under Section 4(f)) would occur as a
result of the project. Therefore, the regulations of Section 4(f) (23 CFR 774 et seq.) apply.

FTA proposes to apply a Section 4(f) programmatic evaluation and approval process to the bridge
for the project. The programmatic process is specifically applicable to historic bridges and is
known as the Programmatic Section 4(f) Evaluation and Approval for FHWA projects that
Necessitate the Use of Historic Bridges. The applicability of the programmatic process to the
bridge and the project is conditioned in part on satisfying the following criteria:
1. The project will require the use of a historic bridge structure which is on or is eligible for listing
   on the National Register of Historic Places;
2. The bridge is not a National Historic Landmark; and,
3. Agreement among the FTA, the SHPO, and the Advisory Council on Historic Preservation
   (ACHP) has been reached through procedures pursuant to Section 106 of the National Historic
   Preservation Act.

To assist FTA and DART in satisfying these criteria, we request your concurrence that, in light of
the Section 106 findings of bridge eligibility and adverse effect to the bridge by the project,
Section 4(f) applies. A concurrence clause with a signature line is provided at the end of this letter
for that purpose. We look forward to continuing our successful working relationship with you and
should you have questions, please contact Melissa Foreman at Melissa.Foreman@dot.gov or 817-
978-0554.

Sincerely,

Donald Koski, AICP
Director of Planning & Program Development
Cc: John Hoppie, DART

CONCURRENCE
We, the undersigned, as the State Historic Preservation Officer participating the Section 106
consultation for the Cotton Belt Corridor Regional Rail Project (project), concur that the project
would modify the White Rock Creek Railroad Bridge, thereby having an adverse effect on the
bridge. As a result, we are consulting with FTA and DART regarding mitigation under Section 106
related to the bridge, and anticipate reaching agreement on such mitigation through a
Memorandum of Agreement. We further concur that the Section 106 finding of adverse effect for
the bridge indicates that the provisions of the U.S. Department of Transportation’s Section 4(f)
regulation (23 CFR 774 et seq.) apply to the project as it relates to White Rock Creek Railroad
Bridge.

Texas Historical Commission Date
Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas

201804336
DART Cotton Belt Corridor Regional Rail- Reconnaissance Survey of Station Locations

Dear AmaTerra Cultural Resources Team:
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 and the Antiquities Code of Texas.

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:

**Above-Ground Resources**
- THC/SHPO concurs with information provided
- Property/properties are not eligible for listing in the National Register of Historic Places

**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.
We have the following comments: THC concurs that the 14 properties identified within the APE for the proposed 12th Street Parking Facility are not eligible for listing in the National Register.

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,

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

Please do not respond to this email.
FYI – for appendix

For your records

Hi Don,

Thanks for sending this in. We will get it logged in and under review. We will be sure to let you know if we have any questions or need anything else.

Thanks

Justin Kockritz
Historian, Federal Programs
History Programs Division
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711-2276
512-936-7403
www.thc.texas.gov

From: Koski, Donald (FTA) <Donald.Koski@dot.gov>
Sent: Thursday, March 8, 2018 2:33 PM
To: Mark Wolfe <Mark.Wolfe@thc.texas.gov>
Good Afternoon Mr. Wolfe,

Please see the attached letter from FTA regarding the White Rock Bridge and DART’s Cotton Belt corridor regional rail project.

The original hard copy is being sent by US Mail.

If you have any questions or comments, please contact Melissa Foreman (Melissa.Foreman@dot.gov) and feel free to copy me and Leslie Roche (Leslie.Roche@aecom.com).

Regards,

Don Koski, AICP
Director of Planning and Program Development Federal Transit Administration - Region VI | U.S. Department of Transportation
819 Taylor St Rm 14A02 | Fort Worth, TX 76102
office: 817.978.0571
donald.koski@dot.gov | http://www.fta.dot.gov/
Below is the email confirmation that the THC has received the MOA for the CottonBelt. Due date for review is April 12, 2018.

Thank you,
Deborah
ddbrown@amaterra.com

Thank you for submitting project: Cotton Belt Corridor Regional Rail Project

Tracking Number: 201807635

Due Date: 4/12/2018 12:51:57 PM

TEXAS HISTORICAL COMMISSION
A Resolution of the City of Plano, Texas, supporting a DART Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project from Shiloh Road in the City of Plano to DFW Airport.

WHEREAS, DART is proposing the 26-mile Cotton Belt Corridor Regional Rail Project to enhance passenger rail service opportunities for the North Texas region; and

WHEREAS, the proposed project will provide passenger rail connections and service that will improve mobility, accessibility and system linkages to major employment, population and activity centers in the northern part of the DART Service Area; and

WHEREAS, the proposed project will interface with three DART light rail lines: Red Line in Richardson and Plano, the Green Line in Carrollton and the Orange Line at DFW Airport; and

WHEREAS, the project will also connect to Fort Worth Transit Authority’s TEX Rail Regional Rail Line to Fort Worth and the DFW Airport Skylink People Mover; and

WHEREAS, the City of Plano continues to support the development and operation of this project; and

WHEREAS, the DART Cotton Belt Corridor Regional Rail Project includes the extension of the fixed guideway to Shiloh Road, a regional rail station complex near its intersection with the Red Line and a regional rail station at Shiloh Road, in the City of Plano; and

WHEREAS, the Draft Environmental Impact Statement will identify the Cotton Belt alignment, grade separations for street crossings, station locations, and mitigation measures required to meet Federal Transit Administration (FTA) requirements; and

WHEREAS, the DART Board has a “Betterments” policy that provides funding and a community involvement process for enhancements that would be in addition to the mitigation measures required by the FTA.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:

SECTION I: The City of Plano supports the development and operation of the Cotton Belt Corridor Regional Rail Project.

SECTION II: The Plano City Council continues to support the proposed fixed guideway route on the CityLine Alignment and to extend the fixed guideway to Shiloh Road.

SECTION III: The Plano City Council supports the proposed 12th Street rail station complex with Red Line transfer capability and a regional rail station near Shiloh Road.

SECTION IV: The Plano City Council supports member cities contributing to the success of the project by creating tax increment financing districts or cash grants.
RESOLUTION NO. 2018-3-5(R)

SECTION V: The Plano City Council requests savings from the elimination of station(s) should be redirected to providing additional parking at adjacent stations and the reduction of overall project costs.

SECTION VI: The Plano City Council requests that the DART Board maintain its $50 million commitment to provide enhancements in residential areas of the Cotton Belt corridor, adjust the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

SECTION VII: The Plano City Council requests DART reinvestigate the need for grade crossings at K Avenue, Municipal Avenue, and Jupiter Road.

SECTION VIII: The Plano City Council requests DART provide additional parking at the Addison Station and University of Texas, Dallas Station should the Preston Road/ Keller Springs Station and Coit Road Station be eliminated for the project.

SECTION IX: The Plano City Council requests that DART enact long-term or short-term paid parking policies at the stations, DART member cities' residents receive free parking.

DULY PASSED AND APPROVED, this the 26th day of March, 2018.

Harry LaRosiliere, Mayor

ATTEST:

Lisa C. Henderson, City Secretary

APPROVED AS TO FORM:

Paige Mims, City Attorney
March 26, 2018

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

Re: White Rock Creek Railroad Bridge, Section 4(f) Bridge Coordination
Dallas Area Rapid Transit – Cotton Belt Corridor Regional Rail Project
Dallas, Dallas County, Texas

Dear Mr. Wolfe:

The purpose of this letter is to seek your concurrence, as the official with jurisdiction over the White Rock Creek Railroad Bridge (bridge), that in light of the Section 106 finding of adverse effect to the bridge by the Cotton Belt Corridor Regional Rail Project (project), the U.S. Department of Transportation’s Section 4(f) regulation (23 CFR 774 et seq.) applies to the project.

Context
The Federal Transit Administration (FTA), in cooperation with the Dallas Area Rapid Transit (DART), is planning a regional rail project which requires the replacement and relocation of the bridge, currently located on the Cotton Belt Rail Line in Dallas, Texas. The bridge was constructed in 1917 by the American Bridge Company.

The bridge was determined eligible for the National Register of Historic Places (NRHP), under Criterion C (design), since the structure is technologically important and a well-preserved example of a single-track truss bridge. Section 106 consultation has already occurred for this project and an “adverse effect” finding has been determined appropriate (THC concurrence, August 27, 2017 and December 21, 2017).

Currently, FTA and DART are developing a Memorandum of Agreement (MOA) to address the adverse effects of the project to the bridge. As part of mitigation, DART is proposing to relocate the bridge approximately 30 feet northwest of its current location, to be used as part of the planned Cotton Belt Regional Trail. The trail will be a 12-foot wide regional trail, to be situated along 16 miles of the rail corridor. DART is proposing to maintain and preserve the bridge according to stipulations outlined in the MOA.

Section 4(f)
Section 4(f) of the U.S. Department of Transportation (USDOT) Act protects historic sites of national, state or local significance. Significance is typically determined through the Section 106
process. Because the historic significance of the bridge was confirmed by means of the eligibility determination made during Section 106 consultation for the project, the bridge is also considered significant under Section 4(f). In addition, the Section 106 adverse effect determination means a direct and permanent impact to the bridge (defined as a “use” under Section 4(f)) would occur as a result of the project. Therefore, the regulations of Section 4(f) (23 CFR 774 et seq.) apply.

FTA proposes to apply the exception noted in § 774.13 (g) for Transportation enhancement projects and mitigation activities (https://www.law.cornell.edu/cfr/text/23/774.13), where:
(1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and
(2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section. The relocation of the bridge and its future use as a trail will preserve the attributes that qualifies the resource for protection. The action will enhance the transportation project and serve as a mitigation activity in lieu of demolition.

To assist FTA and DART in satisfying these criteria, we request your concurrence that, in light of the Section 106 findings of bridge eligibility and adverse effect to the bridge by the project, Section 4(f) applies. A concurrence clause with a signature line is provided at the end of this letter for that purpose. We look forward to continuing our successful working relationship with you and should you have questions, please contact Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554.

Sincerely,

Donald Koski, AICP
Director of Planning & Program Development

Cc: John Hoppie, DART

CONCURRENCE
We, the undersigned, as the State Historic Preservation Officer participating the Section 106 consultation for the Cotton Belt Corridor Regional Rail Project (project), concur that the project would modify the White Rock Creek Railroad Bridge, thereby having an adverse effect on the bridge. As a result, we are consulting with FTA and DART regarding mitigation under Section 106 related to the bridge, and anticipate reaching agreement on such mitigation through a Memorandum of Agreement. We further concur that the Section 106 finding of adverse effect for the bridge indicates that the provisions of the U.S. Department of Transportation’s Section 4(f) regulation (23 CFR 774 et seq.) apply to the project as it relates to White Rock Creek Railroad Bridge.

[Signature]
Texas Historical Commission

[Signature]
Date

For: Mark Wolfs, SMPD
WHEREAS, the Dallas Area Rapid Transit (DART) plans to build the 26-mile Cotton Belt Project rail line between Dallas/Fort Worth (DFW) Airport and Shiloh Road in Plano; and

WHEREAS, the Cotton Belt rail line goes through the cities of Plano, Richardson, Dallas, Addison, and Carrollton; and

WHEREAS, the Cotton Belt passes through a three-mile section of North Dallas in an area that is mainly residential, and includes many schools and parks near the rail line; and in another area of Dallas known as Cypress Waters that is a proposed mixed used development area; and

WHEREAS, the existing Cotton Belt rail line has twelve at-grade street crossings in the City of Dallas and one grade-separated street crossing at Preston Road; and,

WHEREAS, the proximity of residential homes, schools, parks and at-grade street crossings raises significant community safety concerns, as well as issues related to noise, vibration, and visual impacts; and,

WHEREAS, DART is currently engaged in developing a Draft Environmental Impact Statement (DEIS) for the Cotton Belt Project; and

WHEREAS, the DEIS will identify the Cotton Belt Project alignment, grade separations for street crossings, station locations, and mitigation measures required to meet Federal Transit Administration (FTA) requirements; and,

WHEREAS, the DART Board has a “Betterments” policy that provides funding and a community involvement process for enhancements that would be in addition to the mitigation measures required by the FTA; and,

WHEREAS, the DART Board considered committing $50 million toward mitigation measures for the Cotton Belt Project in Far North Dallas, but later changed its Resolution language to apply the $50 million to the entire 26 miles and then approved Resolution No. 060177 in 2006; and,

WHEREAS, On October 24, 2017, DART staff briefed the DART Board Planning Committee and communicated that the approved language in the resolution was intended for betterments, not mitigation; and,

WHEREAS, DART did not stipulate in the resolution or subsequent action that the funding amount would be adjusted for inflation; and,

WHEREAS, freight service on the Cotton Belt rail line is not currently permitted within the City of Dallas and Dallas requests written assurances that freight service will never be allowed on the Cotton Belt rail line between Waterview Parkway and the Dallas North Tollway; and,

WHEREAS, the 2011 City of Dallas Bike Plan identifies a bicycle-pedestrian trail within the Cotton Belt rail corridor between Waterview Parkway and the Dallas North Tollway.

WHEREAS, on October 11, 2016, the Dallas City Council unanimously passed a resolution to identify the highest priorities for improved transit services within the City of Dallas; and
WHEREAS, DART has not yet produced a comprehensive bus service plan and requisite Level of Service Policy that meets or exceeds the level of service of transit industry best practices to address issues including but not limited to: a sustainable high frequency grid network with on-time performance metrics, a stated policy for public transit times compared to auto travel, a clearly defined standard for providing passenger shelters, and a policy for reducing passenger wait times.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. That the City of Dallas supports the following conditions, to be approved by the DART Board before a construction contract for the line is awarded:

- A study is completed and an implementation plan adopted to create a comprehensive, high frequency grid network bus system for Dallas, and,
- Funding is set aside in its 20 year Financial Plan for this comprehensive bus system, and
- Rail stations within the City of Dallas are only provided at two locations, Cypress Waters and Knoll Trail. The Preston Road/Keller Springs and Colt Road stations are eliminated from the project, and
- Grade-separated street crossings are constructed at Hillcrest Road and Coit Road. Infrastructure changes are at-grade or below grade, and
- Mitigation and Betterments are provided throughout the residential communities in Far North Dallas to mitigate adverse impacts including, at a minimum:
  - Continuous 15-foot high concrete, sound-absorbing walls that meet the 3dBA Ldn limits at all residences on both sides of the rail line,
  - Tire-derived aggregate for track ballast to reduce vibration,
  - Enhanced landscaping to reduce visual impacts,
  - Double gated, lower height crossings and quiet zones at all at-grade street crossings to improve safety and to reduce noise,
  - Train Noise shall not exceed current community noise levels by more than 3dBA Ldn at maximum headways,
  - Vibration levels – the standard of reference for human exposure to vibrations in buildings will be ANSI S2.7-1983 (R2006), or 65 vdB peak vibration level,
  - Directional crossing bells in all quiet zones that adhere to the lowest/quietest federal safety limits. DART will employ all practical measures to obscure sound intrusions from the bells into the residences, and
COUNCIL CHAMBER

March 28, 2018

- DART will enter into an Interlocal Agreement with the City of Dallas to assure that freight service will never be allowed on the Cotton Belt between Waterview Parkway and the Dallas North Tollway, and
- Cooperation is provided in the development and implementation of a bicycle-pedestrian trail within the Cotton Belt corridor outside of the sound walls consistent with the 2011 Dallas Bike Plan, subject to neighborhood input.

Section 2. That the City Council supports the proposed change in alignment and the location of a rail station for the Cotton Belt near the Cypress Waters development within the City of Dallas.

Section 3. That the DART Board increases its $50 million commitment to provide betterments in residential areas of the Cotton Belt corridor, adjusts the funding amount to reflect inflation since their resolution was approved in 2006, and stipulate that these funds will be used to provide betterments that would be in addition to the mitigation measures required by the FTA.

Section 4. That the DART Board uses the funds budgeted for the eliminated Preston Road/Keller Springs and Colt Road stations on betterments for the Far North Dallas portion of the rail line.

Section 5. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas and it is accordingly so resolved.

APPROVED BY
CITY COUNCIL

MAR 28 2018

Interim City Secretary
April 2, 2018

Mr. Gary C. Thomas
President Executive Director
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163

Re: City of Grapevine Comments – DART Cotton Belt Rail

Dear Mr. Thomas,

I am in receipt of your letter dated March 1, 2018, regarding the March 27th public hearing on the proposed Cotton Belt rail extension. The City of Grapevine is fully supportive of this project and the region’s continued expansion of the regional rail network. We urge DART to provide for and construct a continuation of this multi-use trail within DART’s Cotton Belt project from the DFW North Airport Station to the city limits with Coppell.

Our staff has begun discussion with the NCTCOG, TxDOT, and Trinity Metro on funding for the short gap (1.5 miles) in the Cotton Belt Trail between our current trail project at terminus on Texan Trail and the DFW North Airport Station within the Cotton Belt Rail ROW.

Sincerely,

[Signature]

Bruno Rumbelow
City Manager

CC: Bryan Beck, P.E., City of Grapevine Director of Public Works
    Michael Morris, NCTCOG Director of Transportation
March 26, 2018

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

Re: White Rock Creek Railroad Bridge, Section 4(f) Bridge Coordination
Dallas Area Rapid Transit – Cotton Belt Corridor Regional Rail Project
Dallas, Dallas County, Texas

Dear Mr. Wolfe:

The purpose of this letter is to seek your concurrence, as the official with jurisdiction over the
White Rock Creek Railroad Bridge (bridge), that in light of the Section 106 finding of adverse
effect to the bridge by the Cotton Belt Corridor Regional Rail Project (project), the U.S.
Department of Transportation’s Section 4(f) regulation (23 CFR 774 et seq.) applies to the project.

Context
The Federal Transit Administration (FTA), in cooperation with the Dallas Area Rapid Transit
(DART), is planning a regional rail project which requires the replacement and relocation of the
bridge, currently located on the Cotton Belt Rail Line in Dallas, Texas. The bridge was constructed
in 1917 by the American Bridge Company.

The bridge was determined eligible for the National Register of Historic Places (NRHP), under
Criterion C (design), since the structure is technologically important and a well-preserved example
of a single-track truss bridge. Section 106 consultation has already occurred for this project and an
“adverse effect” finding has been determined appropriate (THC concurrence, August 27, 2017 and
December 21, 2017).

Currently, FTA and DART are developing a Memorandum of Agreement (MOA) to address the
adverse effects of the project to the bridge. As part of mitigation, DART is proposing to relocate
the bridge approximately 30 feet northwest of its current location, to be used as part of the planned
Cotton Belt Regional Trail. The trail will be a 12-foot wide regional trail, to be situated along 16
miles of the rail corridor. DART is proposing to maintain and preserve the bridge according to
stipulations outlined in the MOA.

Section 4(f)
Section 4(f) of the U.S. Department of Transportation (USDOT) Act protects historic sites of
national, state or local significance. Significance is typically determined through the Section 106
process. Because the historic significance of the bridge was confirmed by means of the eligibility determination made during Section 106 consultation for the project, the bridge is also considered significant under Section 4(f). In addition, the Section 106 adverse effect determination means a direct and permanent impact to the bridge (defined as a “use” under Section 4(f)) would occur as a result of the project. Therefore, the regulations of Section 4(f) (23 CFR 774 et seq.) apply.

FTA proposes to apply the exception noted in § 774.13 (g) for Transportation enhancement projects and mitigation activities (https://www.law.cornell.edu/cfr/text/23/774.13), where: (1) The use of the Section 4(f) property is solely for the purpose of preserving or enhancing an activity, feature, or attribute that qualifies the property for Section 4(f) protection; and (2) The official(s) with jurisdiction over the Section 4(f) resource agrees in writing to paragraph (g)(1) of this section. The relocation of the bridge and its future use as a trail will preserve the attributes that qualifies the resource for protection. The action will enhance the transportation project and serve as a mitigation activity in lieu of demolition.

To assist FTA and DART in satisfying these criteria, we request your concurrence that, in light of the Section 106 findings of bridge eligibility and adverse effect to the bridge by the project, Section 4(f) applies. A concurrence clause with a signature line is provided at the end of this letter for that purpose. We look forward to continuing our successful working relationship with you and should you have questions, please contact Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554.

Sincerely,

Donald Koski, AICP
Director of Planning & Program Development

Cc: John Hoppie, DART

CONCURRENCE
We, the undersigned, as the State Historic Preservation Officer participating the Section 106 consultation for the Cotton Belt Corridor Regional Rail Project (project), concur that the project would modify the White Rock Creek Railroad Bridge, thereby having an adverse effect on the bridge. As a result, we are consulting with FTA and DART regarding mitigation under Section 106 related to the bridge, and anticipate reaching agreement on such mitigation through a Memorandum of Agreement. We further concur that the Section 106 finding of adverse effect for the bridge indicates that the provisions of the U.S. Department of Transportation’s Section 4(f) regulation (23 CFR 774 et seq.) apply to the project as it relates to White Rock Creek Railroad Bridge.

[Signature]
Texas Historical Commission
For: Mark Wolfe, SHPO

Date 3/30/2018
July 10, 2018

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

Attn: Mr. Justin Kockritz

Re: Cotton Belt Corridor Regional Rail Project - Supplemental Information related to using the Existing Trinity Railway Express (TRE) Irving Yard Site as the Cotton Belt Equipment Maintenance Facility (EMF)

Dear Mr. Wolfe:

Enclosed for your information is a Technical Memorandum summarizing prior cultural resource assessment efforts done near the existing TRE Irving Yard site, which is recommended as the preferred EMF site for the project. The initial cultural resources survey efforts done for the Cotton Belt project did not include the TRE Irving Yard as this site was added later in the process. While the TRE Irving Yard site is included in the DEIS (see attached DEIS Figure 2-16), the Final EIS will incorporate additional analyses completed since the DEIS was circulated for public and agency review. The attached memorandum will be incorporated into the Final EIS as an appendix, with appropriate references in Cultural Resources Sections 3.5 and 4.6.

FTA and DART are seeking your concurrence with the recommendation that the use of the existing TRE Irving Yard as the Cotton Belt Project EMF would have no effect on cultural resources. If you have any questions, please contact Melissa Foreman at Melissa.Foreman@dot.gov or 817-978-0554. Or, the DART Project Manager John Hoppie at 214/749-2525.

Sincerely,

Donald Koski, AICP
Director of Planning & Program Development

Enclosures

C: FTA
Chad Edwards
John Hoppie
Victor Ibewuike
Ms. Melissa Foreman
Community Planner
Federal Transit Administration Region 6
819 E. Taylor St
Room 14A02
Fort Worth, TX 76102

Subject: Detailed Scoping Comments for the Cotton Belt Corridor Regional Rail Project in Tarrant, Dallas and Collin counties, Texas Draft Environmental Impact Statement

Dear Ms. Foreman:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the Federal Transit Administration (FTA) April 10, 2018, request for comments on the Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement. The proposed project will provide a new 26-mile regional rail line that extends from DFW Airport Terminal B in Tarrant County to Shiloh Road in Plano, Texas. The proposed rail project will improve mobility, accessibility and system linkages to major areas of employment, population and activity centers and also support sustainable growth, local and regional land-use.

To assist in the scoping process for this project, EPA has identified several areas for your attention in the preparation of the EIS and enclosed detailed scoping comments for your consideration. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA is most interested in the following areas: mitigation, alternative development, impacts to water and biological resources, endangered species, invasive species management, habitat protection, air quality, cumulative impacts, cultural/historic resource impacts and environmental justice.

We appreciate the opportunity to review the Draft Environmental Impact Statement and are available to discuss our comments. Please send one hard copy of the DEIS and several digital copies to this office when completed and submitted for public comment. If you have any further questions, comments, or concerns, please contact Gabe Gruta of my staff at (214) 665-2174 or gruta.gabriel@epa.gov.

Sincerely,

Cheryl T. Seager
Director
Compliance Assurance and Enforcement Division

Enclosure
RESOLUTION NO. 4170

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARROLLTON, TEXAS, SUPPORTING THE DALLAS AREA RAPID TRANSIT (DART) ANTICIPATED SERVICE PLAN AMENDMENT EXTENDING THE COTTON BELT CORRIDOR PASSENGER LINE WEST OF THE GREEN LINE TO DFW AIRPORT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the DART System Plan adopted in 2006 includes the length of the Cotton Belt Corridor (fixed guideway, regional passenger rail line) between the Green Line in Carrollton, and the Red Line Line in Plano; and

WHEREAS, the DART Board approved the DART 20-Year Financial Plan on October 25, 2016, providing funding to extend the length of the Cotton Belt Corridor west of the Green Line to DFW Airport, and east of the Red Line to Shiloh Road; and

WHEREAS, the proposed Cotton Belt Corridor alignment diverts from the existing right-of-way at the Cypress Waters Station west of the Green line, and at the City Line Station adjacent to the Red Line; and

WHEREAS, the Texas Transportation Code Section 452.304, Adoption of a Major Service Change, requires a proposed extension of a major service route passing through a member city, to be approved by that city before the DART Board can approve it;

WHEREAS, the proposed Cotton Belt Corridor alignment provides increased regional mobility, increased mobility for Carrollton citizens, and is a catalyst for further development in Carrollton; and

WHEREAS, the City Council of the City of Carrollton, Texas, desires to ensure the health, safety, and welfare of its residents, while also endeavoring to promote the quality of life for Carrollton residents by requesting that the balance of this Resolution be considered and complied with by DART; and

WHEREAS, the proposed Cotton Belt Corridor alignment creates the opportunity for additional transit stations, and the opportunity to relocate incompatible rail facilities.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARROLLTON, TEXAS, THAT:

SECTION 1.

The above and foregoing premises are found to be true and correct and are incorporated herein and made a part hereof for all purposes.

SECTION 2.
The Carrollton City Council approves the anticipated DART Service Plan Amendment for the Cotton Belt Regional Rail Corridor Project, specifically from the LRT Green Line extending west within Carrollton, and ultimately connecting to the DFW Airport.

SECTION 3.

The Carrollton City Council supports additional mitigation of impacts, beyond those currently specified, on adjacent private properties from the Cotton Belt Corridor. This should include the mitigation of rail noise by the use of quiet zones, sound walls, and other effective measures to include but not limited to the neighborhoods of, Woodcrest Estates, Carrollton Heights, Hill 'N Dale, Lakehill Townhomes, Country Place, Trafalgar Square, and Willow Lane Condominiums.

SECTION 4.

The Carrollton City Council supports, commensurate with actual costs, the equitable implementation of the DART Betterment Policy for Residential Areas (1997) that will result in design features that benefits the neighborhoods identified in Section 3 above and beyond the federally required mitigation of the Cotton Belt Corridor.

SECTION 5.

The Carrollton City Council is opposed to the location of the proposed DART Equipment Maintenance Facility anywhere inside the Carrollton city limits.

SECTION 6.

The Carrollton City Council supports the relocation of the Mercer Rail Yard from its current location on North Denton Drive, to a new location generally east of Kelly Boulevard.

SECTION 7.

The Carrollton City Council supports the implementation of hike and bike trails adjacent to the Cotton Belt Corridor, including the Hutton Branch Trail, and the Downtown Trail linking the Downtown and Trinity Mills Stations - approximately along North Broadway Street.

SECTION 8.

The Carrollton City Council supports the implementation of a Cotton Belt Station adjacent to the Downtown Carrollton Station; with adequate horizontal and vertical connections between stations, parking, and passenger loading areas; with adequate shelter from inclement weather; with an adequate, expanded parking supply; and with accessibility to the hike and bike trails.

SECTION 9.
The Carrollton City Council supports a renewed analysis of the traffic volume projections and traffic operations due to significant, expected increases in traffic, directly tied to the population increase that is a result of the healthy economy in North Texas, which would necessitate grade separations, or some other form of mitigation, at roadway crossings to prevent further traffic congestion.

SECTION 10.

The Carrollton City Council supports and welcomes the expansion of the DCTA A-Train into Downtown Carrollton and desires horizontal and vertical passenger connections with the Green Line and Cotton Belt Line in the future, as well as an overall DART design that reserves space, and can accommodate the future expansion of the DCTA A-train into the DART station.

SECTION 11.

The Carrollton City Council supports the development of transit facilities that have a design in context with the recent infrastructure aesthetic treatments recently constructed on Belt Line road in the downtown area.

PASSED and APPROVED on this 1st day of May, 2018.

City of Carrollton, Texas

By: ________________________________
Kevin W. Falcener, Mayor

ATTEST:

Laurie Garber, City Secretary

Approved as to form:

Meredith Ladd
City Attorney

Approved as to content:

Cesar J. Molina, Jr., P.E.
Director of Engineering
DART Cotton Belt Corridor

Legend:
- Cotton Belt
- TEX Rail
- Existing Track
- DART Orange Line
- DART Green Line
- DART Red Line
- DART Blue Line
- DART A-train
- Trinity Rail Express
- Interface Station
- Potential Cotton Belt Stations
DETAILED SCOPING COMMENTS
ON THE
UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
DRAFT ENVIRONMENTAL IMPACT STATEMENT
FOR THE PROPOSED
COTTON BELT CORRIDOR REGIONAL
RAIL PROJECT
TRANSITTING THROUGH
TARRANT, DALLAS AND COLLIN
COUNTIES TEXAS

BACKGROUND

The Federal Transit Administration has prepared a Draft Environmental Impact Statement for the Cotton Belt Corridor Regional Rail Project. The Cotton Belt Project lies within the North Crosstown Corridor, which has long been identified as a heavily congested area. The Project is needed because population growth in the area has increased roadway congestion in the three counties and surrounding communities. The Project will provide a new 26-mile regional rail line that extends from DFW Airport Terminal B in Tarrant County to Shiloh Road in the City of Plano. The projected new regional rail line will be located within the existing Dallas Area Rapid Transport owned Cotton Belt Corridor railroad right-of-way and will also operate on tracks that are shared with freight for nearly the entire route. Twelve new potential station locations have been identified for the Cotton Belt Project including DFW Airport, DFW North, Cypress Waters, Downtown Carrollton, Addison, Knoll Trail, Preston Road, Coit Road, University of Texas (UT) Dallas, CityLine/Bush, 12th Street and Shiloh Road in Plano. The proposed project will include the construction of an equipment maintenance facility as a location to store and maintain vehicles.

COMMENTS

The following comments are offered for FTA’s consideration in preparation of the FEIS:

Air Quality

In Chapter 4 Environmental Consequences and Mitigation, Mitigation of Air Quality Impacts (pg. 4-109) – This section states that “(t)he control of exhaust emissions emanating from non-road equipment and other construction related vehicles will be in accordance with EPA guidelines.”

EPA recommends that the FTA specify the EPA guidelines that will be employed in mitigating exhaust emissions. If the EPA guidelines being referred to are anticipated/forthcoming during project development, please provide further information as well.
Office of Environmental Justice and International Tribal Affairs

Tribal Analysis:

Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (November 6, 2000), was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes.

The Federal Transit Administration (FTA)/USDOT consulted with and sent letters to representatives of The Caddo Nation, The Comanche Nation, The Tonkawa Tribe, and The Wichita and Affiliated Tribes. The four Native American tribes consulted have not responded to the letters.

The EPA recommends the FTA/USDOT conducts consultation and coordination with the Kiowa Tribe, also.

Environmental Justice Analysis:

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) direct federal-agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process.

FTA/USDOT included in the EIS the extensive efforts utilized to engage the EJ populations in a meaningful opportunity to participate in the decision-making process. In addition, FTA/USDOT identified the assessment of the project's impact on minority and low-income populations within 0.5 mile of the Station.

The EPA recommends that the Partnering Agencies, including NCTCOG utilize their monthly public meetings to encourage meaningful engagement of environmental justice communities to the participate in the decision-making process by disseminating information on the EA and EISs of the upcoming proposed NEPA projects.
May 31, 2018

Melissa Foreman
Federal Transit Administration, Region 6
819 East Taylor Street, Room 14A02
Fort Worth, Texas 76102

Re: Dallas Area Rapid Transit Cotton Belt Corridor Regional Rail Project, Draft Environmental Impact Statement, Dallas, Collin, and Tarrant Counties (FTA/106, THC #201808946)

Ms. Foreman:

Thank you for the opportunity to review the Federal Transit Administration’s (FTA) Draft Environmental Impact Statement (DEIS) for Dallas Area Rapid Transit’s (DART) proposed Cotton Belt Corridor Regional Rail Project. This letter serves as comment on the DEIS from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

THC concurs with FTA’s conclusions in the DEIS and its Appendices, including the evaluation of historic properties eligible for listing in the National Register of Historic Places and the determination that the project will have an adverse effect on one historic property, the White Rock Creek Warren Pony Truss Bridge, which will be relocated as a result of the proposed project. We look forward to continued consultation with FTA and DART to develop a Memorandum of Agreement (MOA) to resolve this adverse effect.

For clarity, THC requests that throughout the DEIS, the trinions of archeological sites be included. Otherwise, THC has no comments on the DEIS.

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; for any questions concerning our comments regarding the project’s potential effects to historic properties or the development of the MOA, please contact Alexander Toprac at 512-463-6183 or Alexander.Toprac@thc.texas.gov; or, for any questions concerning our comments on archeological resources, please contact Rebecca Shelton at 512-463-6043 or Rebecca.Shelton@thc.texas.gov.

Sincerely,

Justin Kockritz, Historian, Federal Programs
For: Mark Wolfe, State Historic Preservation Officer

cc: John MacFarlane, Federal Aviation Administration
John Hoppie, Dallas Area Rapid Transit

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
FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION 6
MITIGATION DIVISION

RE: Cotton Belt Corridor Regional Rail Project

NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☑ We offer the following comments:

WE WOULD REQUEST THAT THE COMMUNITY FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT. IF FEDERALLY FUNDED, WE WOULD REQUEST PROJECT TO BE IN COMPLIANCE WITH EO11988 & EO 11990.

You are required to coordinate with your local Floodplain Administrator for Jurisdiction in which proposed work is being completed for project. You can contact Colleen Sciano if you need assistance in providing Floodplain Administrator for a specific jurisdiction.

B. Caleb Thornhill
Director of Engineering
P.O. Box 860358
Plano, TX 75086-0358
calebt@plano.gov
(972) 941-7152

Lyle Jenkins
Drainage & Development Engineer
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Garland, TX 75040
ljenkins@garlandtx.gov
(972) 205-3620

Michael McKay, PE
FPA/Civil Engineer
P.O. Box 110535
Carrollton, TX 75006
mike.mckay@cityofcarrollton.com
(972) 466-3183

Lisa Shepard, P.E.
Senior Bridge Engineer & FPA
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Dallas, TX 75202
lissa.shepard@dallascounty.org
(214) 653-7426
Marc Bentley, P.E.
City Engineer
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Farmers Branch, TX 75234
marc.bentley@farmersbranchtx.gov
(972) 919-2593

Jim Lockard, P.E.
Assistant Director of Engineering
411 West Arapaho Rd, Suite 204
Richardson, TX 75080
Jim.lockard@coc.gov
(972) 744-4277

John Robertson, P.E., CFM
Dev. Engineering & Construction Mgr.
P.O. Box 95104
Grapevine, Texas 76099-9704
jrobertson@grapevinetexas.gov
(817) 410-3138

Kenneth Griffin, P.E.
Director, Eng. & Public Works
P.O. Box 9478
Coppell, TX 75019
kgriffin@coppelltx.gov
(972) 304-3680

Clarence Daugherty
Director of Engineering
4690 Community Avenue
McKinney, TX 75071
engineer@collincountytx.gov
(972) 548-3727

Steve Parker, P.E., C.F.M.
Floodplain and Drainage/Program Manger
320 East Jefferson Blvd, Room 307
Dallas, Texas 75203
Stephen.parker@dallascityhall.com
(214) 948-4690

Jason Shroyer
FPA
5300 Belt Line Rd.
Addison, TX 75254-7606
(972) 450-7001

Colleen Sciano
Floodplain Management and Insurance Branch
Mitigation Division
(940) 383-7257

DATE: May 9, 2018
April 13, 2018

Dear Cotton Belt Corridor Regional Rail Project Stakeholder:

On behalf of the Federal Transit Administration, and in cooperation with the Federal Aviation Administration, we are pleased to notify you that beginning on Friday, April 20, 2018 the Draft Environmental Impact Statement (DEIS) for the Cotton Belt Corridor Regional Rail Project is available for review as detailed below. The project consists of a 26-mile regional rail line from DFW Airport to Shiloh Road in Plano, Texas. Your review and comments on the DEIS are encouraged.

The DEIS is being made available to all appropriate governmental agencies, legislative bodies and interested organizations and individuals. The document is available for review in electronic PDF format on www.DART.org/Cottonbelt. A limited number of hard copies are being distributed to agencies. Additional hard copies of the DEIS are available for public viewing at the following libraries:

- Carrollton Public Library at Josey Ranch Lake 1700 Keller Springs Rd Carrollton, TX 75006
- Cozby Library and Community Commons 177 N. Heartz Rd Coppell, TX 75019
- Fretz Park Branch Library 6990 Belt Line Rd Dallas, TX 75254
- Park Forest Branch Library 3421 Forest Ln Dallas, TX 75234
- Grapevine Public Library 1201 Municipal Way Grapevine, TX 76051
- Richardson Public Library 900 Civic Center Richardson, TX 75080
- Harrington Library 1501 18th St Plano, TX 75074

The 45-day public and agency comment period begins on April 20, 2018 and ends on June 4, 2018. Public hearings will be conducted during the review and comment period as follows:

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<tr>
<th>May 14, 2018 – 6:30 pm</th>
<th>May 15, 2018 – 6:30 pm</th>
<th>May 16, 2018 – 6:30 pm</th>
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<td>Dallas Fort Worth Airport Marriott</td>
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<td>Lalique Ballroom</td>
<td>Grand Ballroom</td>
<td>8440 Freeport Parkway</td>
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<td>15201 Dallas Parkway</td>
<td>411 W. Arapaho Road</td>
<td>Irving, TX 75063</td>
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<tr>
<td>Addison, TX 75001</td>
<td>Richardson, TX 75080</td>
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These public hearings will serve to receive comments on the DEIS document. Written comments can also be provided via email to Cottonbelt@DART.org or in writing to Mr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266.

If you have any questions about the availability of the document or need special accommodations at the public hearings, please contact DART Community Engagement at 214-749-2522. We appreciate your input on the DEIS, and look forward to your continued participation on this project.

Sincerely,

Gary C. Thomas
President/Executive Director
Statement of Support
Cotton Belt Corridor Regional Rail Project

Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on May 16, 2018

The need for the Cotton Belt Corridor Regional Rail Project has been recognized in long-range transportation plans for the North Central Texas Region since 1986, and its present development is consistent with the region’s current long-range metropolitan transportation plan, Mobility 2040, as well as Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, which is proposed for adoption in June 2018. This project plays an integral role in furthering a comprehensive and forward-looking regional transportation system as it will connect and leverage the value of existing and future rail investments including Dallas Area Rapid Transit’s Orange, Green, and Red light rail lines. It will also connect to other regional rail services including Trinity Metro’s TEXRail line, Denton County Transportation Authority’s A-train, and future rail service connecting north to Frisco and south to Irving. It will improve connections to existing businesses, residences and Dallas Fort Worth International Airport and it will provide a catalyst for future economic development. It will provide direct air quality benefits and will accommodate adjacent bicycle and pedestrian trails that are part of the Regional Veloweb trail. The Regional Veloweb trail along the Cotton Belt Corridor has been included in the Metropolitan Transportation Plan for more than 20 years since the adoption of Mobility 2020. Implementation of the trail along the Cotton Belt Corridor would result in improving non-motorized access to more than 120 schools, 400,000 residents, and 610,000 jobs located within a two mile radius.

The Regional Transportation Council has approved over $140 million in construction funding for the Cotton Belt Corridor Regional Rail Project. The North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of the Cotton Belt Corridor Regional Rail Project.

Contact:
Amanda Wilson, AICP
Program Manager
(817) 695-9284
awilson@nctcog.org

Dan Lamers, P.E.
Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

About the Regional Transportation Council
The Regional Transportation Council (RTC) of the North Central Texas Council of Governments has served as the Metropolitan Planning Organization (MPO) for regional transportation planning in the Dallas-Fort Worth area since 1974. The MPO works in cooperation with the region’s transportation providers to address the complex transportation needs of the rapidly growing metropolitan area. The 12-county Dallas-Fort Worth Metropolitan Planning Area includes Collin, Dallas, Denton, Ellis, Hunt, Hood, Johnson, Kaufman, Parker, Rockwall, Tarrant and Wise counties. The RTC’s 44 members include local elected or appointed officials from the metropolitan area and representatives from each of the area’s transportation providers. More information can be found at www.nctcog.org.
About the North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. NCTCOG's purpose is to strengthen both the individual and collective power of local governments and to help them recognize regional opportunities, eliminate unnecessary duplication, and make joint decisions. NCTCOG serves a 16-county region of North Central Texas, which is centered around the two urban centers of Dallas and Fort Worth. Currently, NCTCOG has over 230 member governments including 16 counties, 168 cities, 24 school districts, and 28 special districts.
June 15, 2018

Gary C. Thomas  
President/Executive Director  
DART  
P.O. Box 660163  
Dallas, TX 75266-7206

RE: DART Cotton Belt Corridor, Draft Environmental Impact Study

Dear Mr. Thomas,

I was briefed by city staff on the proposed revisions to the Draft Environmental Impact Study that will be presented to the DART board at a special meeting on June 21, 2018. I first want to say that I appreciate your staff’s quick response to our initial concerns outlined in a letter from our Engineering Director to Mr. McKay dated June 1, 2018.

Based on this briefing, the city of Carrollton concurs with the need for grade-separating Josey Lane at the Cotton Belt crossing. Further, the city of Carrollton supports the at-grade crossing of the Cotton Belt passenger rail line at Marsh Lane provided that adequate mitigations are included in the project. It is my understanding that this will include turn lane improvements and signal timing improvements at the Arapaho and Marsh intersection and the construction of new signal at Stonehenge and Marsh.

Thank you for the opportunity to work with your staff on this important regional project. If you have any questions, please feel free to contact Erin Rinehart at 972 466-3001.

Regards,

[Signature]

Keith W. Falconer  
Mayor

Cc: City Council  
    Erin Rinehart, City Manager
Mark A. Hawthorne  
6616 Erikaglen Dr  
Dallas TX 75241  
mhawthorne24@gmail.com  
(914) 412-2619

May 15, 2018

FTA Regional Contact  
Melissa Foreman  
Community Planner  
Federal Transit Administration  
Region 6  
819 E. Taylor  
Room 14A02  
Fort Worth, Texas 76102

John Hoppie, Project Manager  
Cotton Belt Draft Environmental Impact Statement (DEIS)  
Dallas Area Rapid Transit  
PO BOX 660163  
Dallas TX 75266-7213

RE: May 15, 2018  6:30PM  Public Hearing

Comments:

As a paying customer and frequent DART passenger, I agree that increasing access to public transportation in far north Dallas should be a priority. As a former resident in far north Dallas, I found the traffic to be extreme at certain times and would have used public transportation if a better system such as the proposed Cotton Belt Corridor Regional Rail Project had existed at that time (2013-2014). The proposed Knoll Trail station will be in walking distance from my former residence in north Dallas, which would have provided a very convenient way for me to avoid all the traffic congestion in the area.

It is very important to remind those who are opposed to any type of public transit system expansion, that the main purpose of DART is to provide affordable public transportation.

On Thursday, March 8, 2018, I attended a DART Cotton Belt Community Meeting in the Parkhill Junior High School Cafeteria. At that meeting, a Dallas City Council member claimed that a resolution was being drafted to eliminate the Coit road park and ride station, because some in far north Dallas did not want it. The councilperson also stated that the city of Richardson and Plano wanted and requested a Coit road station, but because it was to be located in far north Dallas, the City of Dallas could choose to eliminate it and use the money for beautification.
The main purpose of the Cotton Belt Corridor Regional Rail Project is to provide public transportation. The main purpose should not be to limit park and ride rail stations and provide massive beautification and noise reduction modifications simply to please the requirements of current residence.

The Cotton Belt Rail Corridor existed long before some of the current residents moved to the area and it will probably exist long after these same residents have moved away. If someone’s property is and has always been located near a rail corridor, there is a good possibility that one day that corridor will support rail service.

Residents in the Cedars area of Dallas who live next to the DART red and blue lines are entitled to the same noise mitigation and beautification as those along the Cotton Belt Corridor, but there are no walls or trails or special consideration for beautification and vibration in the Cedars.

The area along the Cotton Belt Rail Corridor will continue to experience an increase in the number of people who live, work and do business in the area, along with an increase in traffic. This trend will drive the need for a better public transportation system along the Cotton Belt Rail Corridor.

Park and ride stations are required to provide the public with more transportation options that can help reduce traffic congestion. Those who would arbitrarily choose to eliminate the proposed Coit road park and ride station, obviously don’t understand anything about transportation projects and have failed to consider the future, the facts, the data, and the needs of riders.

The elimination of the Coit road park and ride station would increase passenger’s commute time to and from residential, retail and commercial business locations along Coit road. It would also significantly reduce projected ridership and possibly end the partnership with the City of Richardson and Plano, thereby reducing the revenue needed to help build, maintain and operate the line.

DART should consider building a three story parking garage at the proposed Coit road station location. Based on the planned grade separation for this station, the ground level would be at station grade and the second level would be at Coit road grade, with the third level just one story above. The parking garage would be reserved for DART customers and would operate using the new DART tap card system. This would reduce the surface area required for parking cars by 33%. DART could also add frontage road access lanes (down and under Coit road) at the Coit road station location to allow access into and out of the station and eliminate left turns across Coit road by buses and cars.

I urge the DART Board to adopt the recommendation’s of the DART Engineering Staff for the Cotton Belt Corridor Regional Rail Project, keep the Coit road park and ride station and reject the arbitrary changes and bias resolutions proposed and drafted by Dallas council members who don’t represent everyone in the region.

Respectfully,

Mark A. Hawthorne
April 23, 2018

DART Community Affairs - 7232
Dallas Area Rapid Transit
PO Box 660163
Dallas TX 75266-9672

Subject: Official response within the public comment period regarding the Cotton Belt DEIS

For the Public Record and To All It May Concern

1.0 Background
From the DART website, I have reviewed the Draft Environmental Impact Statement and other relevant supporting documentation for the Cotton Belt Rail Project. Additionally, as a concerned citizen, I have attended most of the prior meetings and public hearings and submitted a number of written responses containing my comments and concerns regarding the Cotton Belt Rail. At one such public hearing it was asked, and answered affirmatively, that all written comments would be published and made a part of the public record for all to see. Where are they published? Since none were included with the DEIS, I am left to wonder if that provided information was correct. So question is, “what use is made of concerned citizens comments”? I am now thinking all my time and effort has been wasted. Am I correct in that assumption? More importantly, I don’t see any changes that have been requested incorporated in DART’s plans and documents? Further, to what end have I written them and to what end are concerns actually addressed? I am feeling that DART is just going through the motions of a process onward to it original planned end without regard to citizens concerns or inputs. Indeed, I don’t even see any of the requests from the recent City of Dallas resolution incorporated. If not now; then when? But, in the slight chance that someone is listening, I will once again state my comments and concerns along with several new ones discovered while reading this recently released DEIS. In short, for my part, I prefer the no build alternative.

2.0 DART Priorities not in order
How can the Cotton Belt Line possibly be objectively prioritized over the D2 line? Cotton Belt capital costs and O&M costs compared to ridership (DART estimate) simply cannot justify the outlay.

I realize Addison is keen to have the rail. Therefore, if DART must placate them, I suggest the Cotton Belt be built from Addison to DFW. The Cotton Belt is destroying the residential neighborhoods of far North Dallas. The City of Dallas has little to no benefit with a severe disruption to the lovely communities of far North Dallas.

DART’s time estimate to DFW is about 1 hour. Why would I ride the train when I can be at DFW in about 20 minutes by private auto or ride share? Plus, if you count time for driving and parking at the closest station, wait time at the station (30 minutes to 60 minutes), the train option simply does not make sense to me.

Previously, I suggested the elimination of the Knoll Trial and Preston Road stations and at that time, I thought these stations were kiss and ride. Now, from the DEIS, I learn they are not kiss and ride...they are walk and ride. This is a totally a stupid idea. Pure and simple, if you don’t have parking, then don’t build the stations. Traffic is already horrendous in the far North Dallas area without the proposed at-grade train’s crossings every short distance at 30 to 60 minute intervals. DART is forcing me to seriously consider moving out of the far North Dallas area before construction and inauguration slated for 2022.
3.0 Interest Rates
Also, DART personnel informed me that the cost of money in the plan is set at 3 percent. At least be honest with the public and calculate project with a realistic cost of money. DART and the taxpayers (who ultimately must pay) should be able to accurately measure project costs and DARTs performance against budget. I request the plan be revamped to include realistic interest rates projected over time.

4.0 Mitigation versus Betterments
I note that the DEIS does not mention betterments. Why not? They are VERY important. City of Dallas is most severely affected and deserves to be at the head of the list for betterments. Also, the City of Dallas is the largest and longest contributor to DART. FTA standards and planned mitigation are the absolute rock bottom minimum.

5.0 Unless I missed it, I did NOT see in DART documentation the White Rock Creek just west of Preston identified as a floodplain and wetland. It definitely is in a 100-year floodplain.

6.0 Freight on the Cotton Belt Rail
This area of the City of Dallas does not now have freight nor do we want freight on the far North Dallas portion of the Cotton Belt. The DEIS does not speak to this exclusion, on the contrary, it seems to be advocating freight inclusion. NO to freight in the far North Dallas corridor.

7.0 City of Dallas Resolution
I reluctantly support the City of Dallas resolution Number 180488 dated March 28, 2018 regarding the Cotton Belt Rail.

8.0 However, if the Cotton Belt Rail is built, I request that DART:
A. Provide state-of-the-art train cars (with any and all safety features, low noise, low vibration and visual improvements.
B. Provide state-of-the-art tracks (use tire-derived aggregate throughout far North Dallas and other material and construction techniques to absorb maximum noise and vibration)
C. Use highest walls (with good acoustical properties)
D. Use lots of natural plant materials and landscaping
E. Use quiet zones, directed horns and other techniques to minimize disruption through the far North Dallas neighborhoods.
F. Use any and all betterments to reduce noise and vibration and enhance traffic flow within the far North Dallas neighborhoods
G. Take care in design not to impede fire, police and ambulance services and response times.
H. If Preston Road station is to be built, provide protection from hide and ride as we already have parking safety hazard near the Wagging Tails Dog Park as overflow parking spills onto Keller Springs Road posing a safety hazard on this very busy street at a blind curve during summer months.
I. Do NOT disrupt all at-grade intersections with construction at the same time. Blocked streets and lanes are already a problem with normal repair. Finish one intersection at a time.

Respectfully,

Sue Robinson

3 Green Park Drive, Dallas TX 75248
972 407-1400, suerrobinson@me.com
And advocate for the Green Park Homeowners’ Association.
RESOLUTION NO. 18-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS, MAKING CERTAIN FINDINGS PURSUANT TO TEXAS PARKS & WILDLIFE CODE §26.001 AND TITLE 49, UNITED STATES CODE § 303(c) REGARDING THE USE BY THE DALLAS AREA RAPID TRANSIT (DART) OF THE RICHARDSON SPRING CREEK TRAIL FOR THE CITYLINE ALIGNMENT FOR THE DART COTTON BELT CORRIDOR REGIONAL RAIL PROJECT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Chapter 26 of the Texas Parks and Wildlife Code was established to protect parks, recreational and scientific areas, wildlife refuges, and historic sites from being used or taken by the state or local agencies for public projects; and

WHEREAS, the Richardson Spring Creek Trail is part of an extensive Hike & Bike network in the City of Richardson, Texas; the northern leg of the Spring Creek Trail is a 1.28-mile-long, 12-foot wide hike and bike trail completed on October 14, 2011, and connects Alma Road to the Spring Creek Nature Center; and

WHEREAS, DART intends to design and construct the Cotton Belt Corridor Regional Rail Project (the “Project”) which is an east-west rail project along the northern part of the DART Service Area, extending from DFW International Airport to Shiloh Road in Plano located primarily within the existing Cotton Belt railroad right-of-way with a deviation from the Cotton Belt railroad right-of-way in the City using the CityLine Alignment as depicted in Exhibit “A” to serve the DART CityLine/Bush LRT Station and development; and

WHEREAS, the CityLine Alignment was originally proposed by the City in 2009 and is currently supported by the City; and

WHEREAS, the City has coordinated the CityLine Alignment with DART and has purchased much of the right-of-way for this portion of the Project; and

WHEREAS, the western end of the CityLine Alignment crosses Alma Road at-grade and leaves the existing railroad right-of-way, veering southerly away from the President George Bush Turnpike (PGBT) and crosses the floodplain of Spring Creek and US 75 on an aerial structure, and then turns north and descends to the CityLine/Bush Station to provide a side by side platform transfer with existing DART light rail service station, which then travels north and parallel to the DART light rail corridor, passing underneath PGBT then crossing Plano Parkway on a grade-separated structure and 10th Street at-grade and then near 12th Street, the CityLine Alignment turns right at-grade under the LRT structure to rejoin with the Cotton Belt railroad right-of-way; and

WHEREAS, extending east from Alma Road, the route of the CityLine Alignment would intersect with the Spring Creek Trail at two locations and while DART prefers that all pedestrian crossings of the rail alignment occur at street intersections and at stations, to avoid these crossings DART proposes to realign the Spring Creek Trail by directly using
approximately 150 linear feet of the Spring Creek Trail near Alma Road and approximately 100 linear feet of trail approximately 1500 feet east of Alma Road; and

WHEREAS, DART would be purchasing new right-of-way, including the land occupied by the Spring Creek Trail, for this portion of the Project and proposes to rebuild the displaced portion of the trail south of the new tracks reconnecting the trail connection at Alma Road to the untouched portion of the trail 1500 feet to the east with construction of a new pedestrian structure over Spring Creek to accommodate the relocated trail as depicted in Exhibit “B”; and

WHEREAS, 49 U.S.C. Section 303(c) generally provides that before land dedicated as a public park can be used for a federal-aid transportation project, the Secretary of Transportation must find that there is no feasible and prudent alternative to the use of the park land and reasonable measures have been taken to minimize any harm to the public park, unless the public entity with jurisdiction over the park determines that the area to be used for a transportation project is not locally significant; and

WHEREAS, Section 4(f) of the Department of Transportation Act of 1966 (49 USC 1653, now 49 USC 303) is federal legislation similar to Chapter 26 of the Texas Parks & Wildlife Code, and declares a national policy that special effort be made to preserve the natural beauty of the countryside, including public park and recreation lands, wildlife and waterfowl refuges, and historic sites for which the City provided a letter of Support for the CityLine Alignment and the use of Spring Creek Trail stating that the proposed project does not adversely affect the activities, features and attributes of the Spring Creek Trail; and

WHEREAS, Chapter 26 of the Texas Parks and Wildlife Code requires that public land designated and used as a park can be used for other purposes provided that (i) notice and a hearing be held prior to the decision by the City to authorize another use, and (ii) the City makes a finding that there is no feasible and prudent alternative to the DART but to use the land and that reasonable measures have been taken to minimize any harm to the park area; and

WHEREAS, following publication of notice as required by Texas Parks & Wildlife Code §26.002(c), the City Council conducted a public hearing on the use of the Spring Creek Trail for the CityLine Alignment for the DART Cotton Belt Corridor Regional Rail Project;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF RICHARDSON, TEXAS:

SECTION 1. That having considered the foregoing recitals incorporated herein and the information and testimony presented at the public hearing, the City Council approves the use of the Spring Creek Trail by DART for the Cotton Belt Corridor Regional Rail Project, and finds:

A. In accordance with Chapter 26 of the Texas Parks & Wildlife Code that:
(1) DART has no feasible and prudent alternative to the use of the Spring Creek Trail for the CityLine Alignment as set forth in the recitals above for the DART Cotton Belt Corridor Regional Rail Project; and

(2) Existing mitigating measures are in place such that the use of the Spring Creek Trail for the CityLine Alignment as set forth in the recitals above for the DART Cotton Belt Corridor Regional Rail Project will cause no harm to the Spring Creek Trail; and

B. In accordance with 49 U.S.C. Section 303(c), the portion of the Spring Creek Trail for the CityLine Alignment as set forth in the recitals above for the DART Cotton Belt Corridor Regional Rail Project is not needed for future park development and is not locally significant.

SECTION 2. The Mayor and/or City Manager are hereby authorized to execute such instruments as they deem reasonable and necessary, and subject to approval as to form by the City Attorney, which authorizes the DART to use the Spring Creek Trail for the CityLine Alignment as set forth in the recitals above for the DART Cotton Belt Corridor Regional Rail Project.

SECTION 3. This Resolution shall take effect immediately from and after its passage, and it is accordingly so resolved.

DULY RESOLVED AND ADOPTED by the City Council of the City of Richardson, Texas, this the 9th day of July 2018.

CITY OF RICHARDSON, TEXAS

[Signature]

MAYOR

ATTEST:

[Signature]

CITY SECRETARY
APPROVED AS TO FORM:

[Signature]

CITY ATTORNEY
(PGS:5-8-18:TM 99139)
RESOLUTION NO. 18-13

EXHIBIT “A”
CityLine Alignment
RESOLUTION NO. 18-13

EXHIBIT “B”
Proposed Realignment of Trail
September 13, 2018

Melissa Foreman
Community Planner
Federal Transit Administration
819 Taylor St., Room 14A02
Fort Worth, TX 76102

Re: Project Review under Section 106 of the National Historic Preservation Act of 1966, DART Cotton Belt Corridor Regional Rail Partially Executed MOA, Dallas, Collin, Tarrant County (FTA/106 #201900234)

Dear Ms. Foreman:

Thank you for your correspondence regarding the above-referenced project. This letter 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 of 1966.

Please see the attached partially executed Memorandum of Agreement regarding the Cotton Belt Corridor Regional Rail, by and between Dallas Area Rapid Transit (DART), the Federal Transit Administration (FTA), and the Texas Historical Commission/Texas State Historic Preservation Officer (SHPO).

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 contact Alex Toprac at (512) 463-6183 or alexander.toprac@thc.texas.gov.

Sincerely,

[Signature]

Alexander Toprac, North Texas Regional Reviewer

For: Mark Wolfe, State Historic Preservation Officer

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