Appendix G
Agency and Public Coordination
AGENCY COORDINATION
As part of the assessment of resource categories associated with the proposed action, agency coordination was initiated on November 29, 2011. The Federal Transit Administration (FTA) provided letters to pertinent state and federal agencies to inform and request input on the proposed action. Agencies were requested to respond within 30 days of November 29, 2011. Provided below in Table 1 is a summary of agency coordination from November 29, 2011 to present. Attached to this memo is all documentation associated with correspondence (initial agency coordination letters and responses).

<table>
<thead>
<tr>
<th>Agency</th>
<th>Coordination Initiated</th>
<th>Agency Responses Received</th>
<th>Further Action Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>US Army Corps of Engineers</td>
<td>November 29, 2011</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Federal Emergency Management Agency</td>
<td>November 29, 2011</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>US Fish and Wildlife Services</td>
<td>November 29, 2011</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Texas Parks and Wildlife Department</td>
<td>November 29, 2011</td>
<td>January 9, 2012 (attached)</td>
<td>Anticipate no adverse impact, no further action</td>
</tr>
<tr>
<td>Texas Department of Transportation</td>
<td>November 29, 2011</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>US Environmental Protection Agency</td>
<td>November 29, 2011</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Texas Historical Commission</td>
<td>December 15, 2011</td>
<td>January 3, 2012 (attached)</td>
<td>Concur with no adverse effect to NHRP – THC will receive engineering plan sets for review at the 30%, 60%, and 90% design stage</td>
</tr>
</tbody>
</table>
PUBLIC COORDINATION
A public meeting was conducted at 6:30 p.m. on Tuesday, December 13, 2011. Provided below is a summary of this meeting, as well as, the public comment received during the 30-day comment period concluding on December 29, 2011. Public notices were published in general circulation newspapers (The Dallas Morning News and Al Dia) and informed the public of the meeting and comment period.

Location
Dallas City Hall, City Council Chambers
1500 Marilla Street, Dallas, Texas 75201

Speakers
Keith Manoy, Program Manager, City of Dallas
Jay Kline, Streetcar Project Manager, Dallas Area Rapid Transit
Tom Shelton, Senior Program Manager, North Central Texas Council of Governments

Attendees
Three attendees listed on the sign-in sheet on record with the City of Dallas

Duration of meeting
6:45 p.m. to 7:45 p.m. / one hour

Duration of exhibit review
6:30 p.m. to 7:45 p.m. / one hour and fifteen minutes

Agenda briefing
The City of Dallas with North Central Texas Council of Governments (NCTCOG), Dallas Area Rapid Transit (DART), and the Federal Transit Administration (FTA) conducted a public meeting on Tuesday, December 13, 2011. The purpose of the meeting was to inform the public and solicit comments on the proposed design modification for the addition of a passing track to the environmentally cleared Union Station to Oak Cliff Dallas Streetcar project.

Presentation materials were provided reflecting the location and length of the passing track, as well as, the potential environmental constraints immediately surrounding the passing track. An informal question and answer session was provided for the attendees to address any concerns or questions. Following the question and answer session comment cards were provided to allow for attendees to provide additional questions or comments prior to the closing of the public comment period

Written Public Comment Summary and Response
The comment cards distributed at the public meeting gave respondents three opportunities to provide input on the proposed design modification. First, the comment card provided an option to select whether the respondent was in support or in support against the proposed passing
track. Second, the respondent was given the option to select from among a list of seven categories for which there may be concerns. This list included the following:

- Project Timeline
- Implementation
- Design
- Safety
- Traffic
- Noise and Vibration
- Other Comments

Third, the respondent was provided a general comment section to write a specific comment.

One written public comment was received from the comment cards distributed at the public meeting. The following is a written summary of the comment:

1. Don Raines, JR 413 Trinity River Circle
   1. Method Received: Comment card received at public meeting
   2. Supports the Project: Yes
   3. Key Concerns: Other
   4. Comment: I am in support of the passing track. I believe the station stops should be aesthetically pleasing, well designed and distinctively. Improve pedestrian/cyclist connectivity should be a priority within a ½ mile radius of station stops

Response:
The City of Dallas City Design Studio has been engaged to provide input of the passing track/station design. The City is currently looking at opportunities to provide improved bicycle and pedestrian access along this corridor.
November 29, 2011

Stephen Brooks  
Chief, Regulatory Branch  
US Army Corps of Engineering  
P.O. Box 17300  
Fort Worth, TX 76102

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar  
Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Mr. Brooks:

Dallas Area Rapid Transit (DART) in conjunction with the City of Dallas and the North Central Texas Council of Governments (NCTCOG) are developing preliminary engineering and environmental documentation for a design modification to a Federal Transit Administration (FTA) environmental cleared project known as the Union Station to Oak Cliff Dallas Streetcar. This project received a Finding of No Significant Impact (FONSI) on July 21, 2011. As part of the agency coordination effort, through the National Environmental Policy Act (NEPA) process, we are requesting information within your agency’s purview. At your earliest convenience, we would appreciate your input to complement these agencies efforts during this phase of work.

The environmental cleared project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. See Figure 1 Project Location, attached. There are a total of four stops, all located within the roadway right-of-way. The streetcar stop infrastructure would be minimal, resembling bus stops with signage and would include platforms level with the streetcar vehicle to facilitate boarding and alighting.

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length. The placement of the passing track would result in reconfiguring the northbound lanes of Zang Boulevard. See Figure 2 Passing Track, attached.

Construction activities for the main alignment and passing track are anticipated to begin in 2013. The completion of this project is scheduled for October 2014.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, FTA, DART, NCTCOG, and City of Dallas must identify other Federal, and non-Federal agencies that may have an interest in the project, and invite those agencies to become participating agencies in the environmental review. Your agency is hereby extended this invitation to become actively involved as a participating agency in the environmental review of the Design Modification to Union Station to Oak Cliff Dallas Streetcar. Potential environmental impacts associated with the project are anticipated to be minimal but may include:

- Noise & Vibration;
- Traffic;
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We would like to request the following from your agency regarding the project area:

- Creation of a file for this project so once information does arrive at your agency, project activities will not be administratively hindered;
- Participate in meetings and conference calls, as appropriate; and
- Any input regarding potential impacts to resources under your agency’s purview

If you elect to become a participating agency, please let us know even if you have no comments at this time by completing the attached Participating Agency Designation Form. Your acceptance and any comments may be submitted to:

Julieann Dwyer, Environmental Protection Specialist
Federal Transit Administration, Region VI
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102
Email: julieann.dwyer@dot.gov

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Sincerely,

[Signature]
Robert C. Patrick
Regional Administrator

Attachments
Figure 1, Project Location
Figure 2, Conceptual Passing Track Alignment
Participating Agency Designation Form

Cc:
Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Jerry Smiley, URS Corp
Participating Agency Designation Form

☐ Yes - ____________________________ wishes to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas.

☐ No - ____________________________, a non-federal agency, does not wish to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas.

☐ No - ____________________________, a federal agency, does not wish to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas because:

☐ Federal agency has no jurisdiction or authority with respect to the project
☐ Federal agency has no expertise or information relevant to the project
☐ Federal agency does not intend to submit comments on the project

______________________________ (sign – Authorized Representative)
______________________________ (Print)
______________________________ (Title)
______________________________ (Date)

Please return no more than 15 days from the date of this letter to:

Address: Julieann Dwyer, Environmental Protection Specialist
          Federal Transit Administration, Region VI
          819 Taylor Street, Room 8A36
          Fort Worth, Texas 76102
          Email: julieann.dwyer@dot.gov
Figure 2
Conceptual Alignment for Passing Track
November 29, 2011

Tony Russell
Regional Administrator
Federal Emergency Management Agency
FRC 800 North Loop 2888
Denton, TX 76209

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar
Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Mr. Russell:

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The environmental cleared project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. See Figure 1 [Project Location, attached].

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Regional Administrator

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Keith Manoy, City of Dallas
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Jerry Smiley, URS Corp
November 29, 2011

Dr. Benjamin Tuggle
Regional Director
US Fish & Wildlife Service, Region 2
P.O. Box 1306
Albuquerque, NM 87103

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Dr. Tuggle:

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November 29, 2011

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

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar  
Preliminary Engineering/Environmental Documentation - Dallas County, Texas

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Regional Administrator

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In order to give your agency adequate opportunity to weigh the relevance of your participation, responses to this invitation are not due until, December 29, 2011 which is after the public meeting, scheduled for December 13, 2011 at 6:30 to 8:00 p.m. at the Dallas City Hall Council Chambers.

We look forward to your response to this request and your role as a participating agency on this project. If you have any questions or would like to discuss in more detail the project or our respective roles and responsibilities during the preparation of the environmental document, please contact Julieann Dwyer at (202)236-1482, email Julieann.dwyer@dot.gov, or Jay Kline, DART Project Manager, at (214) 749-3539.

Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

Attachments
Figure 1, Project Location
Figure 2, Conceptual Passing Track Alignment
Participating Agency Designation Form

Cc:
Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Jerry Smiley, URS Corp

Based on the project description, the Wildlife Habitat Assessment Program does not anticipate significant adverse impacts to rare, threatened or endangered species, or other fish and wildlife resources.
Signed:       
Date: 1-2-2012
TPWID Project #: 16777
Participating Agency Designation Form

☐ Yes - __________________________ wishes to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas.

☒ No - __________________________, a non-federal agency, does not wish to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas.

☐ No - __________________________, a federal agency, does not wish to be designated as a participating agency for the proposed Design Modification to Union Station to Oak Cliff Dallas Streetcar project in Dallas, Texas because:

☐ Federal agency has no jurisdiction or authority with respect to the project
☐ Federal agency has no expertise or information relevant to the project
☐ Federal agency does not intend to submit comments on the project

(__________________________) (sign – Authorized Representative)
(__________________________) (Print)
(__________________________) (Title)
(1-2-2022) (Date)

Please return no more than 15 days from the date of this letter to:

Address: Julieann Dwyer, Environmental Protection Specialist
Federal Transit Administration, Region VI
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102
Email: julieann.dwyer@dot.gov
November 29, 2011

Bill Hale, P.E.
District Engineer
Texas Department of Transportation, Dallas District
4777 State Highway 80
Mesquite, TX 75150

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Mr. Hale:

Dallas Area Rapid Transit (DART) in conjunction with the City of Dallas and the North Central Texas Council of Governments (NCTCOG) are developing preliminary engineering and environmental documentation for a design modification to a Federal Transit Administration (FTA) environmental cleared project known as the Union Station to Oak Cliff Dallas Streetcar. This project received a Finding of No Significant Impact (FONSI) on July 21, 2011. As part of the agency coordination effort, through the National Environmental Policy Act (NEPA) process, we are requesting information within your agency’s purview. At your earliest convenience, we would appreciate your input to complement these agencies efforts during this phase of work.

The environmental cleared project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. See Figure 1 Project Location, attached. There are a total of four stops, all located within the roadway right-of-way. The streetcar stop infrastructure would be minimal, resembling bus stops with signage and would include platforms level with the streetcar vehicle to facilitate boarding and alighting.

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length. The placement of the passing track would result in reconfiguring the northbound lanes of
Zang Boulevard. See Figure 2 Passing Track, attached.

Construction activities for the main alignment and passing track are anticipated to begin in 2013.
The completion of this project is scheduled for October 2014.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for
Users establishes an enhanced environmental review process for certain FTA projects, increasing
the transparency of the process, as well as opportunities for participation. The requirements of
Section 6002 apply to the project that is the subject of this letter. As part of the environmental
review process for this project, FTA, DART, NCTCOG, and City of Dallas must identify other
Federal, and non-Federal agencies that may have an interest in the project, and invite those
agencies to become participating agencies in the environmental review.¹ Your agency is hereby
extended this invitation to become actively involved as a participating agency in the environmental
review of the Design Modification to Union Station to Oak Cliff Dallas Streetcar. Potential
environmental impacts associated with the project are anticipated to be minimal but may include:

- Noise & Vibration;
- Traffic;
- Construction-related impacts; and
- Others as determined in the NEPA process.

We would like to request the following from your agency regarding the project area:

- Creation of a file for this project so once information does arrive at your agency, project
  activities will not be administratively hindered;
- Participate in meetings and conference calls, as appropriate; and
- Any input regarding potential impacts to resources under your agency’s purview

If you elect to become a participating agency, please let us know even if you have no comments at
this time by completing the attached Participating Agency Designation Form. Your acceptance
and any comments may be submitted to:

Julieann Dwyer, Environmental Protection Specialist
Federal Transit Administration, Region VI
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102
Email: julieann.dwyer@dot.gov

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Sincerely,

Robert C. Patrick
Regional Administrator

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Cc:
Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Susan Hausmann, TxDOT Transit System Safety & Security
Jerry Smiley, URS Corp
November 29, 2011

Susan Hausmann
Transit System Safety & Security Manager
Texas Department of Transportation Public Transportation Division
125 East 11th Street
Austin, TX 78701

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Ms. Hausmann:

Dallas Area Rapid Transit (DART) in conjunction with the City of Dallas and the North Central Texas Council of Governments (NCTCOG) are developing preliminary engineering and environmental documentation for a design modification to a Federal Transit Administration (FTA) environmental cleared project known as the Union Station to Oak Cliff Dallas Streetcar. This project received a Finding of No Significant Impact (FONSI) on July 21, 2011. As part of the agency coordination effort, through the National Environmental Policy Act (NEPA) process, we are requesting information within your agency’s purview. At your earliest convenience, we would appreciate your input to complement these agencies efforts during this phase of work.

The environmental cleared project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. See Figure 1 Project Location, attached. There are a total of four stops, all located within the roadway right-of-way. The streetcar stop infrastructure would be minimal, resembling bus stops with signage and would include platforms level with the streetcar vehicle to facilitate boarding and alighting.

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length. The placement of the passing track would result in reconfiguring the northbound lanes of Zang Boulevard. See Figure 2 Passing Track, attached.

Construction activities for the main alignment and passing track are anticipated to begin in 2013. The completion of this project is scheduled for October 2014.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the environmental review process for this project, FTA, DART, NCTCOG, and City of Dallas must identify other Federal, and non-Federal agencies that may have an interest in the project, and invite those agencies to become participating agencies in the environmental review. Your agency is hereby extended this invitation to become actively involved as a participating agency in the environmental review of the Design Modification to Union Station to Oak Cliff Dallas Streetcar. Potential environmental impacts associated with the project are anticipated to be minimal but may include:

- Noise & Vibration;
- Traffic;
- Construction-related impacts; and
- Others as determined in the NEPA process.

We would like to request the following from your agency regarding the project area:

- Creation of a file for this project so once information does arrive at your agency, project activities will not be administratively hindered;
- Participate in meetings and conference calls, as appropriate; and
- Any input regarding potential impacts to resources under your agency’s purview

If you elect to become a participating agency, please let us know even if you have no comments at this time by completing the attached Participating Agency Designation Form. Your acceptance and any comments may be submitted to:

Julieann Dwyer, Environmental Protection Specialist
Federal Transit Administration, Region VI
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102
Email: julieann.dwyer@dot.gov

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Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

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Cc:
Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Bill Hale, TxDOT Dallas District
Jerry Smiley, URS Corp
November 29, 2011

Dr. Al Armendariz
Regional Administrator
US Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202

Re: Project Initiation for Design Modification to Union Station to Oak Cliff Dallas Streetcar
Preliminary Engineering/Environmental Documentation - Dallas County, Texas

Dear Dr. Armendariz:

Dallas Area Rapid Transit (DART) in conjunction with the City of Dallas and the North Central Texas Council of Governments (NCTCOG) are developing preliminary engineering and environmental documentation for a design modification to a Federal Transit Administration (FTA) environmental cleared project known as the Union Station to Oak Cliff Dallas Streetcar. This project received a Finding of No Significant Impact (FONSI) on July 21, 2011. As part of the agency coordination effort, through the National Environmental Policy Act (NEPA) process, we are requesting information within your agency’s purview. At your earliest convenience, we would appreciate your input to complement these agencies efforts during this phase of work.

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Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

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Participating Agency Designation Form

Cc:
Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Jerry Smiley, URS Corp
December 15, 2011

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

Attn:  Adam Alsobrook

Re: Project Review under Section 106 of the National Historic Preservation Act 1966, as amended: Federal Transit Administration (FTA), Dallas Streetcar Project, Union Station to Oak Cliff, Dallas County, FTA/106/THC tracking #201107928

Dear Mr. Wolfe:

The Federal Transit Administration (FTA) in cooperation with Dallas Area Rapid Transit (DART), the City of Dallas, the North Central Council of Governments (NCTCOG) and the consultants, URS Corporation (URS) are developing preliminary engineering and environmental documentation for a design modification to a Federal Transit Administration (FTA) environmental cleared project known as the Union Station to Oak Cliff Dallas Streetcar. This project is identified as the Union Station to Oak Cliff Streetcar TIGER Project Reconnaissance Survey (Streetcar) and your letter dated May 10, 2011 concurred that the proposed undertaking of this project will have no adverse effect to NRHP listed or eligible properties. This project received a Finding of No Significant Impact (FONSI) on July 21, 2011.

The environmental cleared project consists of an approximately 1.6-mile streetcar alignment operating on an at-grade track in a dedicated, bi-directional streetcar lane. From Union Station over the Houston Street Viaduct, track placement would be located in the outside southbound travel lane. South of the Trinity River the track alignment would transition to Zang Boulevard and extend along the median of the roadway. At the Colorado Boulevard intersection the track alignment would shift and extend to the westbound travel lane along Colorado Boulevard, terminating at the Colorado Boulevard and Beckley Avenue intersection. See Figure 1 Passing Track for Union Station to Oak Cliff Dallas Streetcar Project, attached. There are a total of four stops, all located within the roadway right-of-way. The streetcar stop infrastructure would be minimal, resembling bus stops with signage and would include platforms level with the streetcar vehicle to facilitate boarding and alighting.

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FTA requests the concurrence of the Texas Historical Commission (THC) that this minor modification to the original project will have no adverse effect on the National Register of Historic Places (NRHP)-listed, eligible, or contributing properties within the area of potential effect (APE). Furthermore, if the proposed passing track receives environmental clearance, THC will receive passing track engineering drawings for review at the 30%, 60%, and 90% design stages, which is consistent with the review schedule for the project design drawings established as a condition in the May 10, 2011 letter.

We look forward to your response. If you have any questions or would like to discuss the project in more detail, please contact Julieann Dwyer at (202)236-1482, email Julieann.dwyer@dot.gov.

Sincerely,

[Signature]
Robert C. Patrick
Regional Administrator

Attachments: Figure 1 Passing Track for Union Station to Oak Cliff Dallas Streetcar Project
Figure 2 Passing Track for Union Station to Oak Cliff Dallas Streetcar Project

Cc: Tom Shelton, NCTCOG
Keith Manoy, City of Dallas
Jay Kline, DART
Jerry Smiley, URS Corp
December 15, 2011

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

Attn: Adam Alsobrook

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County, FTA/106/THC tracking #201107928

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Sincerely,

Robert C. Patrick
Regional Administrator

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Figure 2 Passing Track for Union Station to Oak Cliff Dallas Streetcar Project

Cc: Tom Shelton, NCTCOG
    Keith Manoy, City of Dallas
    Jay Kline, DART
    Jerry Smiley, URS Corp

CONCUR
by Adam M. Martinez
Executive Director, THC
Date DECEMBER 27, 2011
Track# 201204631