AMENDMENT TO
MEMORANDUM OF AGREEMENT
AMONG THE FEDERAL TRANSIT ADMINISTRATION
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
THE FORT WORTH TRANSPORTATION AUTHORITY OF TARRANT COUNTY, TEXAS
REGARDING THE TEX RAIL COMMUTER RAIL PROJECT IN TARRANT COUNTY, TEXAS

WHEREAS, the Agreement was executed on September 19, 2014 (Attachment A) for a duration of eight years as defined in Stipulation IX. of the agreement and will be extended to 10 years as part of this amendment; and

WHEREAS, The Fort Worth Transportation Authority (now known as Trinity Metro), the Tarrant County, Texas public transit agency is planning the TEX Rail Extension that would extend the TEX Rail Commuter Rail Project approximately 2.1 miles from the current terminus at the Fort Worth Texas & Pacific (T&P) Station to the Near Southside Station located behind Baylor Scott & White All Saints Hospital in Fort Worth, Texas (Attachment B); and

WHEREAS, the Federal Transit Administration (FTA) has determined the 2.1-mile extension of the rail is a Federal Undertaking subject to Section 106 of the National Historic Preservation Act; and

WHEREAS, the FTA initiated consultation for the extension with the Texas Historical Commission, in its capacity as Texas State Historic Preservation Office (SHPO), in a letter dated November 24, 2020, and the SHPO provided comments in a letter dated December 22, 2020 (Attachment C); and

WHEREAS, the FTA, in consultation with the SHPO, determined cultural resources investigations for archeological resources and historic resources should be conducted as an update to the previous investigations conducted for the TEX Rail Commuter Rail Project to identify potential adverse effects the planned 2.1-mile extension could have on historic properties (buildings, structures, objects, historic districts and archeological sites listed in, or eligible for listing in, the National Register of Historic Places [NRHP]); and

WHEREAS, the FTA, in consultation with SHPO, determined the area of potential effects (APE) for the archeological investigation is the footprint of the planned 2.1-mile extension and the APE for the historic resources investigation is the planned 2.1-mile extension footprint and a 175-foot buffer to account for direct and indirect effects to historic properties using a cutoff date for historic resources of 1978 (45 years minus the 2023 letting date for construction of the extension); and

WHEREAS, the FTA initiated consultation with potential consulting parties (Mistletoe Heights Neighborhood Association, Bricktown Neighborhood Association, City of Fort Worth Historic Preservation Office, Texas and Pacific Lofts Homeowners Association, Sunset Terrace Neighborhood Association, Berkeley Place Neighborhood Association, Historic Fort Worth, Inc., Fairmount Neighborhood Association, and Tarrant County Historical Preservation Officer) for the planned 2.1 mile extension in letters dated March 29, 2021 (Attachment D); and
WHEREAS, the FTA, in consultation with the SHPO (concurrency letter dated May 10, 2021 [see Attachment C]), determined no archeological historic properties will be affected by the planned 2.1-mile extension; and

WHEREAS, the FTA, in consultation with the SHPO (concurrency letter dated May 4, 2021 [see Attachment C]), determined the planned 2.1-mile extension will have adverse effects on two NRHP-eligible railroad bridges, the 1930 T&P Underpass and the 1925 Steel Trestle Bridge; and

WHEREAS, FTA has notified the Advisory Council on Historic Preservation (Council) of the adverse effects under 36 CFR 800.6 and invited the Council to participate in consultation and the Council has declined to participate in a letter dated July 19, 2021; and

NOW, THEREFORE, in accordance with Stipulation VII.B of the Agreement, the FTA, SHPO, and Trinity Metro agree to amend the Agreement as follows:

STIPULATIONS

FTA, as the federal agency, is responsible for the implementation of the terms of this Agreement by requiring, as a condition of any approval of federal funding for the Project, adherence to the stipulations set forth herein. As the applicant, Trinity Metro will have the lead responsibility in the implementation of each stipulation unless otherwise noted in the stipulation.

XII. The duration of the agreement as defined in Stipulation IX. of the MOA shall be extended from eight years to 10 years. This agreement shall continue throughout the development and implementation of the Project. If the Project has been delayed or the stipulations are not carried out within 10 years, the MOA is null and void. The signatories shall consult and determine whether this agreement should be terminated or extended.

XIII. To mitigate the adverse effects to the 1930 T&P Underpass at Henderson Street and the 1925 Steel Trestle Bridge over the Fort Worth and Western Railroad and Union Pacific Railroad, Trinity Metro will:

A. Produce Historic American Engineering Record (HAER) Level III-like documentation to the SHPO of the 1930 T&P Underpass and 1925 Steel Trestle Bridge, consisting of high-resolution digital photographs and prints, a brief engineering data form, and a brief historic context on the history of railroads in Tarrant County. A draft of the HAER-like documentation will be submitted to the FTA and the SHPO, for which a 30-day period will be provided for their review and approval. Trinity Metro will also provide final documentation to local organizations, including the Tarrant County Historical Commission, City of Fort Worth Historic Preservation Office, and Historic Fort Worth, Inc.

B. Develop and install interpretive signage, one for each resource, regarding the history of railroads in Fort Worth at or near the TEX Rail Near Southside Station. The design content and placement of the signage will be coordinated with SHPO and the consulting parties, who will be given the opportunity to review and comment on two drafts of the signage. SHPO must approve final design, content, and placement of signage.
C. Develop a virtual component of historic railroad resources, to include historic context of railroad development, surrounding the TEX Rail corridor. The format of the virtual component will be such that it can be accessed by the public at the interpretive signage at stations and potentially in train cars. A draft of the virtual component content will be submitted to FTA and the SHPO in pdf. format, for which a 30 day period will be provided for their review and approval for final online development. Documentation of the installation of the virtual component access and webpage will be provided to FTA and SHPO upon completion.

D. Produce a historic context and inventory of rail-related resources dating from 1976 or earlier that are located along the TEX Rail corridor within a 175-foot buffer. A draft of the documentation will be submitted to the FTA and the SHPO, for which a 30-day period will be provided for their review and approval. Trinity Metro will also provide final documentation to local organizations, including the Tarrant County Historical Commission, City of Fort Worth Historic Preservation Office, and Historic Fort Worth, Inc.

Signatories:

Federal Transit Administration
By: [Signature] [Name: Don Koski, Acting Regional Administrator, FTA Region 6] Date: 12/17/21

Texas State Historic Preservation Office
By: [Signature] [Name: Mark Wolfe, State Historic Preservation Officer] Date: December 3, 2021

Invited Signatory:
Trinity Metro
By: [Signature] [Name: Chad Edwards, Vice President of Planning and Development] Date: 12/9/21

TEX Rail Corridor
Amendment to Memorandum of Agreement
Attachment A: Memorandum of Agreement
Attachment B: Map of the Planned Extension
Attachment C: SHPO Coordination
Attachment D: Consulting Party Letters
Attachment A: Memorandum of Agreement
MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
THE FORT WORTH TRANSPORTATION AUTHORITY OF TARRANT COUNTY, TEXAS
REGARDING THE TEX RAIL COMMUTER RAIL PROJECT IN TARRANT COUNTY, TEXAS

WHEREAS, the Federal Transit Administration and the Fort Worth Transportation Authority plan to conduct transportation improvements along portions of the Fort Worth and Western Railroad, Union Pacific Railroad, and Dallas Area Rapid Transit-owned Cotton Belt Railroad lines in Tarrant County, Texas, in order to provide a new commuter rail line (project description in Appendix A, map in Appendix C), and

WHEREAS, FTA has determined that this TEX Rail Project (the Project) is subject to review under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 U.S.C. 470f); Executive Order 11593 of the Protection and Enhancement of the Cultural Environment; Section 11 of Appendix A of FAA Order 1050.1E; the Texas Administrative Code (Sections 191.002, 191.051 and 191.09 through 191.094) that regulates efforts to assess the potential for adverse effects to historic and archaeological resources; and compliance with the National Environmental Policy Act (NEPA) of 1969, as amended, in accordance with 36 CFR 800.8, and

WHEREAS, the Federal Transit Administration (FTA), has determined that the Project has the potential to affect archaeological sites and historic properties included in or eligible for inclusion in the National Register of Historic Places (NRHP) and has consulted with the Texas State Historic Preservation Officer (SHPO), and the Fort Worth Transportation Authority (The T) pursuant to the Advisory Council on Historic Preservation (ACHP) regulations: Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), and

WHEREAS, FTA has initiated government-to-government consultation with the Federally-recognized tribes consisting of Apache Tribe of Oklahoma, Caddo Nation of Oklahoma, Comanche Nation of Oklahoma, Delaware Nation, Eastern Shawnee Tribe of Oklahoma, Kiagee Tribal Town, Kickapoo of Oklahoma, Kickapoo Traditional Tribe of Texas, Kiowa Indian Tribe of Oklahoma, Mescalero Apache Tribe, Poarch Band of Creek Indians, Pokagon Band of Potawatomi Indians of Michigan, Tonkawa Tribe of Indians of Oklahoma, Kickapoo of Kansas, and Wichita and Affiliated Tribes, in accordance with Executive Order 13175 (Appendix B), and the Tonkawa Tribe requested further consultation in the event of the discovery of human remains; the remaining tribes have not chosen to participate, and

WHEREAS, FTA has considered the views of Historic Fort Worth, Inc., the City of Grapevine, the City of Fort Worth, Ola Assem, and Ervin Hauk as consulting parties under 36 CFR 800.2(c)(5) and (6).

WHEREAS, FTA and the SHPO have determined that the historic architectural and engineering resources Area of Potential Effects (APE) of the Project, as defined in 36 CFR 800.16(d), consists of the immediate construction footprint and 175 feet on either side of the proposed passenger rail line; the station footprint and immediately adjacent parcels for station locations. FTA and the SHPO have also determined that the archeological APE consists of newly acquired right-of-way (ROW), potential staging areas, and station location footprints. These APEs take into account potential direct and indirect impacts that may result from the project undertaking (Appendix B), and

TEX Rail Corridor
Memorandum of Agreement
WHEREAS, The T has undertaken reconnaissance and intensive surveys, documenting identified archaeological sites, historic architectural resources, and historic engineering resources within the approved APE in accordance with the Secretary of the Interior’s Standards and Guidelines for Identification of Historic Properties (48 Federal Register [FR] 44716), using personnel who meet the Secretary of the Interior’s Professional Qualifications Standards (48 FR 22716) (The results of these surveys are presented in the reports Historic Resources Reconnaissance Survey of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas (June 2013) and Archaeological Resources Intensive Survey of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas (September 2013), prepared by URS Corporation), and

WHEREAS, The T has undertaken and prepared Historic Resources Determination of Effects Report of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas (August 2013) to address effects to each standing structure, neighborhood, and engineering resource that is 45 years of age and older, and is listed or eligible for listing in the NRHP, and

WHEREAS, Section 106 consultation with the SHPO has identified zero (0) eligible archeological sites and thirty-one (31) eligible buildings and structures within the APEs, and

WHEREAS, after completion of the preliminary engineering plans, FTA determined that the undertaking will adversely affect the National Register-eligible 1933 Cotton Belt Underpass at Northeast 28th Street / State Highway - 183, Fort Worth, and the National Register-listed 1928 Ira E. Woods Pony Trestle Bridge over Ira E. Woods Avenue and the National Register-listed Cotton Belt Railroad Industrial Historic District, Grapevine, and

WHEREAS, cosmetic repair work at the Union Pacific Underpass at Jennings Street and the T&P Underpass at Vickery Boulevard has the potential for effects to these historic bridges, and

WHEREAS, the Texas Department of Transportation is in the planning process for the redesign of Northeast 28th Street/ State Highway 183 in Fort Worth, independent from this project, which would also result in an adverse effect to the 1933 Cotton Belt Underpass, and

WHEREAS, FTA recommended additional archeological investigations to identify the potential for unmarked graves within the new and existing right-of-way adjacent to Mitchell Cemetery before construction, and

WHEREAS, in February 2014, after SHPO concurred with the determinations of effect, the Texas Department of Transportation identified existing unmarked graves in the proposed project right-of-way and adjacent to the parcel boundary containing Mitchell Cemetery, which was determined eligible for listing in the National Register of Historic Places under Criterion A, and meets Criteria Consideration D, and

WHEREAS, although FTA initially determined the undertaking to pose no adverse effect to Mitchell Cemetery, based on the current boundaries of the parcel on which it is located, FTA and SHPO consider the boundary of the cemetery to extend into the project footprint and the project to pose an adverse effect to the resource, and

TEX Rail Corridor
Memorandum of Agreement
WHEREAS, FTA has notified the Advisory Council on Historic Preservation of the adverse effects under 36 CFR 800.6 and invited the Council to participate in consultation and the council has declined to participate as a signatory of the MOA, and

WHEREAS, The T, as an applicant for a matching Section 5309 New Starts Grant from FTA, has participated in the Section 106 process in the manner prescribed in 36 CFR 800, has participated in the consultation leading to the development of and has been invited to execute this Agreement; and

NOW, THEREFORE, FTA, SHPO, and The T hereby agree that the undertaking will be administered in accordance with the following stipulations to satisfy FTA’s Section 106 responsibilities and resolve those adverse effects of the undertaking.

STIPULATIONS

FTA, as the federal agency, is responsible for the implementation of the terms of this Agreement by requiring, as a condition of any approval of federal funding for the Project, adherence to the stipulations set forth herein. As the applicant, the T will have the lead responsibility in the implementation of each stipulation unless otherwise noted in the stipulation.

I. In order to avoid adverse effects at the 1931 Union Pacific Underpass at Jennings Avenue and the Texas & Pacific Railroad Underpass at Vickery Boulevard, The T will coordinate the design and materials for cosmetic repair of these two bridges with SHPO before construction begins at these locations. Work will meet the Secretary of the Interior’s Standards for Rehabilitation.

II. In order to comply with Section 106 commitments regarding Mitchell Cemetery and avoid, minimize, and mitigate adverse effects to this historic cemetery, The T will conduct additional investigations to identify any unmarked graves in the new and existing ROW and identify the eastern boundary of the cemetery, if present, within the ROW. Additional investigations will comply with applicable sections of the Antiquities Code of Texas, the Texas Administrative Code, and the Texas Health and Safety Code. If additional graves are identified during investigations, The T will coordinate with SHPO on the treatment of these graves to avoid, minimize and mitigate adverse effects. During construction the cemetery will be protected with temporary fencing.

III. In order to mitigate adverse effects to the 1933 Cotton Belt Underpass over 28th Street and nearby Mitchell Cemetery, The T will:

A. Provide HAER Level III-like documentation to the SHPO of the 1933 Cotton Belt Underpass, consisting of high resolution digital photos and prints, a brief engineering data form, and a brief historic context on the history of railroads in Tarrant County. The T will also provide final documentation to local organizations, including the Tarrant County Historical Commission and Historic Fort Worth, Inc.

B. Provide a “Notice of Existing Cemetery” to the Tarrant County clerk’s office for Mitchell Cemetery. (Consulting parties requested that adverse effect mitigation for Cotton Belt Underpass included stipulations related to long-term preservation of Mitchell Cemetery).

C. Develop and install interpretive signage regarding the Mitchell Cemetery at or near the train depot or TEX Rail station. The design, content, and placement of
the signage will be coordinated with SHPO and the consulting parties, who will be given the opportunity to review and comment on two drafts of the sign design and content. SHPO must approve final design, content, and placement of signs.

D. Replace the missing State Historical Marker at the cemetery. An appropriate method of marker installation will be coordinated with SHPO. Under the Antiquities Code of Texas, any ground disturbance to place the marker in a location with the potential for the presence of unmarked graves will require additional consultation with SHPO and the potential for archeological testing at that location.

IV. In order to mitigate adverse effects to the Ira E. Woods Pony Trestle Bridge and the Cotton Belt Railroad Industrial Historic District, The T will:

A. Provide HAER Level III-like documentation to the SHPO, consisting of high resolution digital photos and prints, a brief engineering data form, and a brief historic context on the historic district. The T will also provide final documentation to local organizations, including the Tarrant County Historical Commission.

B. Convey the bridge to the City of Grapevine and relocate the bridge to a new location or interim location where the bridge can be stored. The T will notify the City of Grapevine 90 days or more before the bridge is scheduled for removal. During that period, the City of Grapevine is responsible for identifying the new and/or interim location and ensuring that the location is acceptable to Texas Historical Commission. The T will coordinate the plans for relocation with SHPO for review. The T will sign an agreement with the City of Grapevine, requiring the City to consult with SHPO on rehabilitation work to the bridge after its relocation. The City of Grapevine will be responsible for all work to the bridge after the T moves it to the new location. If the City of Grapevine identifies an interim location for storage of the bridge, The T will move it to that location, and the City of Grapevine will be responsible for relocating the bridge when and if a permanent location is identified.

C. Develop and install interpretive signage regarding the history of railroads in Grapevine at or near the train depot or TEX Rail station. The design, content, and placement of the signage will be coordinated with SHPO and the City of Grapevine, who will be given the opportunity to review and comment on two drafts of the sign design and content. SHPO must approve final design, content, and placement of signs.

D. Minimize adverse effects to the Cotton Belt Railroad Industrial Historic District with a context-sensitive design for the two new bridges that will replace the 1928 Ira E. Woods Bridge. The replacement bridges will have an open deck and would be located parallel to one another in the same general vicinity of the existing bridge. The proposed structures will be at the same elevation or higher than the existing historic bridge. The design of the new bridges will be coordinated with SHPO and the City of Grapevine, who will be given the opportunity to review and comment on the design at the 33 and 66 percent designs. SHPO must approve final design.

V. WORKER EDUCATION PROGRAM: The T will conduct a Worker Education Program for construction and planning personnel, designed to inform contractors and resident
engineers of requirements for the protection of historic properties during construction. The program will be conducted by a qualified archeologist or architectural historian who meets the Secretary of the Interior’s Professional Qualification Standards and provided to all construction management staff and contractors working adjacent to historic properties prior to commencement of work. The worker education program will include:

A. Identification of the historic resources in the project right-of-way and discussion of their protection during construction and mitigation.
B. Education regarding what to do if previously unidentified cultural resources are encountered during construction, ensuring that work in the immediate area that has the potential to damage the resources will stop and the T notified, so they can consult with FTA and SHPO, as needed.
C. Requirement to protect Mitchell Cemetery with protective fencing during construction and identifying that location as an unacceptable staging area.

VI. DISPUTE RESOLUTION:

At any time during the implementation of the measures stipulated in this agreement, should an objection to any such measure or its manner of implementation be raised by a member of the public, FTA shall take the objection into account and consult as needed with the objecting party, The T, or the SHPO to resolve the objection.

VII. AMENDMENT

A. If any signatory party to this Agreement determines that the terms cannot be carried out, the signatories shall consult to seek amendment of the agreement in accordance with 36 CFR 800.6 (c)(7).
B. If the Project is modified in a manner that changes the effects on historic properties from those described in this agreement, or FTA and The T fail to ensure that measures to mitigate adverse effects have been carried out, FTA shall notify the ACHP and all consulting parties that supplemental environmental documents will be prepared in compliance with the procedures in 36 CFR 800.3 through 800.6.
C. If construction begins for the 28th Street widening project by the Texas Department of Transportation, and that agency proposes to demolish the historic bridge before The T action begins, FTA and The T may pursue amendment of the MOA to remove the responsibility for mitigation of the adverse effect and completing the stipulations above.

VIII. TERMINATION

A. Any signatory party to this Agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the FTA will comply with 36 CFR Section 800.6 (c)(8) to develop a new MOA or request the comments of the ACHP pursuant to 800.7 with regard to the Project.
B. Should FTA, SHPO or The T object in writing to any action taken or proposed with respect to the undertaking or pursuant to this agreement, FTA shall consult with the objecting party to resolve the objection. If the FTA, SHPO or The T determines that the objection cannot be resolved, FTA shall forward all documentation relevant to the dispute, including FTA’s proposed response to the objection [set forth in 800.11(g)] to the ACHP in accordance with 800.2(b). Within forty-five (45) days after receipt of all pertinent documentation, the Council will exercise the following options:

1. Notify FTA that the ACHP concurs with FTA’s proposed response to the objection, whereupon FTA will respond to the objection accordingly;
2. Provide FTA with recommendations, which FTA will take into account in reaching a final decision regarding its response to the objection; or
3. Notify FTA that the objection will be referred for comment and proceed to refer the objection and comment. FTA will take the resulting comment into account in accordance with 800.7(a)(4).

C. Should the ACHP not exercise one of the above options within forty-five (45) days after receipt of all pertinent documentation, FTA may assume the ACHP’s concurrence in its proposed response to the objection.

D. FTA will take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of objection; FTA’s responsibility to carry out all actions under this agreement that are not subjects of the objection shall remain unchanged.

IX. DURATION: This agreement shall continue throughout the development and implementation of the Project. If the Project has been delayed or the stipulations are not carried out within eight years, the MOA is null and void. The signatories shall consult and determine whether this agreement should be terminated or extended.

X. LATE DISCOVERIES: If archaeological sites or historic properties are discovered, The T shall cause potentially damaging activities to cease until it has notified FTA and has consulted with the SHPO in accordance with 36 CFR 800.13.

XI. MONITORING AND REPORTING: Each year following the execution of this MOA until it expires or is terminated, FTA shall provide all signatories a summary report detailing work carried out pursuant to the MOA’s terms, including the status of any plans or reports resulting from activities carried out under these stipulations. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes or objections received in FTA’s efforts to carry out the terms of this MOA.
Execution of this Agreement by FTA, the SHPO and The T, and implementation of its terms shall evidence that the FTA has taken into account the effects of the Project on historic properties.

Signatories:

Federal Transit Administration
By: [Signature]  
Robert C. Patrick, Regional Administrator  
Date: 9/19/14

Texas Historical Commission
By: [Signature]
Mark Wolfe, State Historic Preservation Officer  
Date: 9/17/14

Fort Worth Transportation Authority (THE T)
By: [Signature]  
Paul J. Ballard, President & Chief Executive Officer  
Date: 9-9-14

TEX Rail Corridor
Memorandum of Agreement
Appendix A: Project Description

Appendix B: Tribal Consultation Correspondence

Appendix C: Maps of MOS Alignment and Affected Resources
APPENDIX A: Project Description

A preliminary APE was established by SHPO in March 2008. This preliminary APE took into account all of the alternatives evaluated in the Draft Environmental Impact Statement. In April of 2012, The T selected a 37.6 mile commuter rail system planned to operate between southwest Fort Worth and Dallas-Fort Worth (DFW) Airport in northeast Tarrant County. FTA, SHPO, and The T determined the Project APE based on the route alignment and impact characteristics. As appropriate, separate APEs for archaeological sites and historic buildings, structures, objects, and districts were identified. The Project was further reduced to the Minimum Operable Segment (MOS) in June of 2013.

The proposed Project was designed to be a 37.6-mile route divided into the MOS Alternative and the Second Operable Segment (SOS) Alternative. In June 2013, the FTA, SHPO, and The T collectively agreed upon the alignment for the current project as the MOS Alternative, a 26.2-mile commuter rail system with ten stations (two of which are existing and would be shared with the Trinity Railway Express [TRE] service in downtown Fort Worth) planned to operate between downtown Fort Worth and DFW Airport.

The MOS Alternative would operate on the same alignment as the proposed 37.6-mile Project between the T&P Terminal and DFW Airport-Terminal A/B Station. In addition to the two common stations in downtown Fort Worth, the TEX Rail MOS would share the DFW Airport-North Station with the future planned Dallas Area Rapid Transit (DART) Cotton Belt East Line. The DFW Airport-Terminal A/B Station would be served by the DART Orange line light rail service (at Terminal A), while TEX Rail would terminate at Terminal B. The Grapevine / Main Street Station would serve the Grapevine Vintage Railroad excursion train operating from Grapevine to the Fort Worth Stockyards in addition to TEX Rail. The following stations would be served by the MOS Alternative:

- T&P Station – Existing TRE Station
- ITC Station – Existing TRE Station (no free transit parking)
- North Side
- Beach Street
- Haltom City-US 377
- North Richland Hills-Iron Horse – Future Station
- North Richland Hills-Smithfield – Future Station
- Grapevine-Main Street
- DFW Airport-North
- DFW Airport-Terminal A/B (no transit parking)

The MOS Alternative would be constructed using a single-track alignment, with passing sidings where necessary to accommodate operations of 30-minute peak and 60-minute off-peak headways. Historic-

TEX Rail Corridor
Memorandum of Agreement
age resources field surveys for the MOS Alternative were undertaken to record all historic-age resources located within the APE. The field surveys were completed in July 2008 and May 2013. All historic-age resources (defined as 45 years old or older from the project revenue service date) were assessed for their eligibility for inclusion in the NRHP.

Of the 429 recorded historic-age resources within the APE for the MOS Alternative, three individual resources, one complex and two districts are currently listed in the NRHP. Three historic resources are listed as Recorded Texas Historic Landmarks (RTHL). Six individual historic-age resources are recommended eligible for inclusion in the NRHP, and 14 individual resources associated with two historic railroad line thematic corridors are recommended eligible for inclusion in the NRHP as contributing resources to their specific railroad thematic corridor.

The reports required for the Project were completed early in the process so that measures to avoid, minimize, or mitigate the effects of the Project on historic properties could be taken into consideration during planning and prior to construction. The written reports of the survey results received concurrence by FTA, SHPO, and The T. The final reports have been made available to all interested and consulting parties.

The T has prepared a Determination of Eligibility within the *Historic Resources Reconnaissance Survey of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas* (June 2013) and the *Archaeological Resources Intensive Survey of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas* (September 2013). The Determination of Eligibility consists of a Texas Historic Sites Inventory Form for each standing structure that is over 45 years of age and a State of Texas Archeological Site Data Form for all newly discovered archaeological sites located within the Project APE.

In addition, The T has prepared for FTA a recommended Determination of Effects of the undertaking to historic properties listed in or eligible for inclusion in the National Register in accordance with the 106 regulations. FTA has reviewed the recommendation, made a formal Determination of Effect, and submitted that determination to SHPO, which received concurrence and approval (*Historic Resources Determination of Effects Report of the Fort Worth Transportation Authority TEX Rail Corridor, Tarrant County, Texas* [August 2013]). Two historic properties (1933 Cotton Belt Underpass and Ira E. Woods Pony Trestle Bridge) listed in or eligible for inclusion in the National Register will be adversely affected. No archaeological sites will be adversely affected.
APPENDIX B: Tribal Consultation Correspondence
September 4, 2008
Alonzo Chalepah
Chairman
Apache Tribe of Oklahoma
PO box 1220
Anadarko, OK 73005

Dear Chairman Chalepah:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Caddo Nation of Oklahoma
Ms. LaRue Parker, Chairperson
PO Box 487
Binger, OK 73009

Dear Chairperson Parker:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Comanche Nation of Oklahoma
Mr. Himmy Arterbery, THPO
Comanche Nation Office of Historic Preservation
PO Box 908
Lawton, OK 73502

Dear Mr. Arterbery:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
   Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
              Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

The Delaware Nation
Mr. Edgar French, President
PO Box 825
Anadarko, OK 73005

Dear President French:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Eastern Shawnee Tribe of Oklahoma
Ms. Glenna Wallace, Chief
PO Box 350
Seneca, MO 64865

Dear Chief Wallace:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Kialegee Tribal Town
Mr. Gary Bucktrot
Town King
PO Box 332
Wetumka, OK 74883

Dear Town King Bucktrot:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Kickapoo of Oklahoma
Mr. Marlon Frye
PO Box 70
McLoud OK 74851

Dear Chairperson Frye:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2ncrail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
   Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

Kickapoo Traditional Tribe of Texas
Mr. Jean Garza, Jr
HC1 Rte Box 9700
Eagle Pass, Tx 78852

Dear Chairperson Garza:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

Kiowa Indian Tribe of Oklahoma
Mr. Dewey Tsonetokoy, Sr
Cultural Preservation NAGPRA Office
PO Box 369
Carnegie OK 73015

Dear Mr. Tsonetokoy:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Mescalero Apache Tribe
Mr. Carleton Naiche-Palmer, President
C/O Holly Houghten
PO Box 227
Mescalero, NM 88340

Dear President Naiche-Palmer:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Poarch Band of Creek Indians
Mr. Buford Rolin, Chairperson
5811 Jack Springs Rd
Atmore, AL 36502

Dear Chairperson Rolin:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov, or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

Pokagon Band of Potawatomi Indians of Michigan
Mr. John Miller, Chairperson
PO Box 180
Dowagiac, MI 49047

Dear Chairperson Miller:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

Tonkawa Tribe of Indians of Oklahoma
Mr. Don Patterson, President
1 Rush Buffalo Rd
Tonkawa, OK 74653

Dear President Patterson:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008

Kickapoo of Kansas
Mr. Steve Cadue, Chairperson
PO Box 271
Horton, KS 66439

Dear Chairperson Cadue:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

[Signature]
Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
September 4, 2008
Wichita & Affiliated Tribes
Mr. Gary McAdams, President
PO Box 729
Anadarko, OK 73005

Dear President McAdams:

The Federal Transit Administration (FTA) is considering funding a proposal by the Fort Worth Transportation Authority (the T) for a passenger rail line (Southwest-to-Northeast Rail Corridor project) that would use approximately 40 miles of existing track between southwest Fort Worth and the Dallas/Fort Worth (DFW) International Airport (see attached map). Because our agency may provide funding for the proposed project, FTA would be the Federal agency responsible for conducting government-to-government consultations with Federally-recognized tribes in accordance with Executive Order 13175 (November 6, 2000); the National Historic Preservation Act of 1966, as amended, and the National Environmental Policy Act of 1969, as amended, including their implementing regulations; and other Federal laws.

FTA is preparing Draft and Final Environmental Impact Statements for this project. We are inviting you to participate in consultation to help us identify places that may have traditional religious and cultural importance to your tribal organization. Please note that we are requesting information only on such places that you believe might be subject to impact by the proposed project so that we may try to avoid any impacts.

The proposed project is summarized below. We would be pleased to discuss with you project details as well as any confidential concerns you may identify.

The Southwest-to-Northeast Rail Corridor project would involve a commuter rail line following existing rail corridors from Sycamore School Road in southwest Fort Worth, northeast to downtown Grapevine, and then into the north entrance of DFW International Airport. The proposed rail lines would follow existing rail corridors owned by Fort Worth & Western Railroad, Union Pacific Railroad, Burlington Northern Santa Fe Railway, and the former Cotton Belt railroad. The proposed project would also involve the construction of several rail passenger stations, a new rail bridge over the Trinity River, and a maintenance facility. The enclosed map outlines the use of the existing rail corridors and proposed passenger stations. You can also access additional information at the Southwest-to-Northeast Rail Corridor official website, www.sw2nerail.com. The Draft EIS will also be distributed in the near future and available for your review.
Your timely response will greatly help us incorporate your concerns into the project. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to FTA within 30 days. Please direct your questions or comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565. We look forward to hearing from you.

Sincerely,

Robert Patrick
Regional Administrator

cc: Curvie Hawkins, Director of Planning
    Fort Worth Transportation Authority

Enclosures: Project Area and Area of Potential Effect (APE) Map
            Project Consultation Options Form

Federal Transit Administration
819 Taylor Street, #8A36
Fort Worth, TX 76102
Phone: (817) 978-0565
Fax: (817) 978-0575
Email: lynn.hayes@dot.gov
To: Federal Transit Administration  
ATTN: Lynn Hayes  
Fax: (817) 975-0575
Phones: (817)975-0550
Re: Southwest-to-Northeast Rail Corridor Project

From: Tonkawa Tribal NAGPRA Office

Date: September 9, 2008

Pages: 3 (including cover)

CC:

☐ Urgent  ☐ For Review  ☐ Please Comment  ☐ Please Reply  ☐ Please Recycle

*Comments:

Please find the attached responses.

Thank you!

Tonkawa NAGPRA Representative
Lynn Hayes  
Federal Transit Administration  
819 Taylor Room 8A36  
Fort Worth, Texas 76102

Date: September 9, 2008

Regarding the proposed construction projects listed we submit the following:

Project: Southwest-to-Northeast Rail Corridor

The Tonkawa Tribe has no specifically designated historical or cultural sites identified in the above listed project area. However, if any human remains, funerary objects, or other evidence of historical or cultural significance is inadvertently discovered then the Tonkawa Tribe would certainly be interested in proper disposition thereof.

We appreciate notification by your office of the many projects on-going, and as always the Tonkawa Tribe is willing to work with your representatives in any manner to uphold the provisions of NAGPRA to the extent of our capability.

Respectfully,

[Signature]

NAGPRA Representative

[Signature]

Tonkawa Tribe Business Committee
Project Consultation Options

Tonkawa Tribe of Indians of Oklahoma

Project Name: Southwest to Northeast Rail Corridor Project

For each project, please check the appropriate response. Use the back of this form or additional sheets if you wish to make comments:

<table>
<thead>
<tr>
<th>Project: Southwest to Northeast Rail Corridor Project</th>
<th>There are no known places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is not requested.</th>
<th>There are or may be places of traditional religious or cultural importance present or within the vicinity of the proposed project and further consultation is requested.</th>
<th>Our organization has no interest associated with this proposed project and further consultation is not required</th>
</tr>
</thead>
</table>

If you have chosen to continue consultation, please indicate the manner in which you wish to do so:

Mail (Address): Tonkawa Tribe of Oklahoma, 1 Rush Buffalo Road, Tonkawa OK 74653

Phone:
Fax:
e-mail:
Other: (please describe)

The designated contact for this proposed project is:

Don Patterson, Tribal President

Phone: (972) 628-2561

Signed: [Signature]

Date: 9/10/03

Please mail to: Lynn Hayes
Federal Transit Administration
819 Taylor Room 8A36
Fort Worth, Texas 76102

Or, fax to: Lynn Hayes, 817-978-0575
May 7, 2014
Don Patterson
President
Tonkawa Tribe of Oklahoma
1 Rush Buffalo Rd.
Tonkawa, OK 74653
Re: TEX Rail Commuter Rail

Dear Mr. Patterson:

This letter is in response to your letter dated September 9, 2008 requesting further consultation if any human remains, funerary objects, or other evidence of historical or cultural significance is discovered with regards to the above mentioned project. URS Corporation (URS) was contracted to conduct historical and archeological investigations identifying both prehistoric and historic resources within the construction boundaries of this proposed passenger rail corridor as part of the Environmental Impact Statement.

The Federal Transit Administration (FTA) in cooperation with the Fort Worth Transportation Authority (The T) has proposed the TEX Rail Commuter Rail (formally Southwest-to-Northeast Rail Corridor), a passenger rail line that would utilize approximately 27.2 miles of existing track of the Fort Worth & Western Railroad (FWWR), Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway (BNSF), and the Cotton Belt railroad corridor (currently owned by the Dallas Area Rapid Transit [DART]) between downtown Fort Worth and the Dallas/Fort Worth International Airport.

Archaeological investigations conducted in February 2014, under the supervision of the Texas Department of Transportation for a separate project, located several unmarked/ unidentified burials at the National Register of Historic Places (NRHP)-eligible Mitchell Cemetery immediately adjacent to the existing rail right-of-way (ROW). Due to additional ROW being acquired west of the current ROW, these unmarked/unidentified burials will be encompassed within railroad property.

Mitchell Cemetery is located behind the Fort Worth Grain Exchange at 2707 Decatur Avenue near 28th Street in Fort Worth between the Cotton Belt and BNSF active rail lines. Only two visible gravestones remain at the site, a marble military marker of Seaborne Gilmore (1801-1867) and a large cut fieldstone marker with an illegible inscription, neither of which is in situ. Numerous burials have been identified through written records. In 1848, it was first used for the burial of Peters Colonist John B. York’s 18-month old son, although the cemetery was later
named for owner Eli Mitchell. Gilmore and York are among the Tarrant County pioneers buried in this cemetery. Through literature review and background research, Mitchell Cemetery has no known association with Native American tribes or individuals. In addition, there were no archaeological sites or historic-age standing structures that are places of traditional Native American religious or cultural importance present or within the vicinity of Mitchell Cemetery.

The existing Cotton Belt track would be demolished, removed, and reconstructed in the approximate same horizontal location. This track would then be used by the TEX Rail vehicle for its commuter rail operations. A new Cotton Belt freight track would be constructed approximately 30 feet west of the existing track, 30 feet east of the known unmarked graves. The new Cotton Belt siding track would be constructed 15 to 20 feet east of the existing track. The depth of impact for the construction of the new freight track and siding track would be from 12 to 24 inches.

Coordination with the Texas Historical Commission (THC) has been undertaken regarding the identification and potential effects to Mitchell Cemetery. Mitigation measures outlined in the Memorandum of Agreement (MOA) between the FTA, The T, and the THC may include:

- Additional investigations to identify unmarked graves in the new and existing ROW and identify the eastern boundary of the cemetery, if present, within the ROW.
- Coordination with THC and consulting parties regarding avoidance, minimization, and/or mitigation of adverse effects prior to construction.
- During construction, the cemetery will be protected with temporary fencing.
- A replacement THC marker for Mitchell Cemetery, originally erected in 1984, will be issued.
- The T will install an interpretive sign at the nearest proposed station, which would include information about the history of the cemetery and the history of the Cotton Belt Railroad as a whole.

We respectfully invite you to notify me if you have any concerns regarding the historic Mitchell Cemetery. As stated above, all measures will be taken to ensure protection of the cemetery and THC concurrence will be obtained prior to any work conducted. We look forward to hearing from you. Please direct your comments to Lynn Hayes at the address provided below, or lynn.hayes@dot.gov or (817) 978-0565.

Sincerely,

[Signature]

Robert C. Patrick
Regional Administrator

cc: Rob Harmon Fort Worth Transportation Authority
Dear Sir or Madam,

Regarding your proposed projects, the Tonkawa Tribe of Indians of Oklahoma submits the following:

The Tonkawa Tribe has no specifically designated historical or cultural sites identified in the above listed project area. However if any human remains, funerary objects, or other evidence of historical or cultural significance is inadvertently discovered then the Tonkawa Tribe would certainly be interested in proper disposition thereof.

We appreciate notification by your office of the many projects on-going, and as always the Tonkawa Tribe is willing to work with your representatives in any manner to uphold the provisions of NAGPRA to the extent of our capability.

Respectfully,

Miranda "Nax'ce" Myer
NAGPRA Representative
Appendix C: Maps of MOS Alignment and Affected Resources

TEX Rail Corridor
Memorandum of Agreement
Attachment B: Map of the Planned Extension
Location Map

2.1-Mile Extension Area

Attachment C: SHPO Coordination
November 24, 2020

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

Attn: Justin Kockritz, Lead Project Reviewer

RE: Initiation of Section 106 Consultation for TEXRail Extension, Fort Worth, Tarrant County, Texas

Dear Mr. Wolfe:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. FTA invites your participation and requests your review of the enclosed information.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

Project History
Trinity Metro’s Board of Directors endorsed the Project’s locally preferred alternative (LPA) in November 2006. In April 2007, Trinity Metro began a Draft Environmental Impact Statement (DEIS) for the Southwest-to-Northeast Rail Corridor LPA known as the Commuter Rail Alternative. The DEIS contained a description of the evaluation of the environmental impacts associated with constructing the 37.6-mile commuter rail project and was issued for public comment in 2008. In 2011, the project was rebranded as TEXRail and an Environmental Assessment (EA) for the TEXRail Corridor was prepared to address project and environmental
changes since completion of the DEIS. Based on the EA, FTA determined a supplemental EIS was not necessary and the project moved to the Final Environmental Impact Statement (FEIS) stage. In the FEIS, a 27.2-mile Commuter Rail Minimum Operable Segment Alternative was evaluated and compared to the Commuter Rail Option, and selected as the Preferred Alternative. This Preferred Alternative terminated in downtown Fort Worth at the T&P Station, instead of the Summer Creek Station farther south. The 27-mile route was completed on time and $80.6 million under budget, with roughly half of those funds coming from Federal sources and half from local.

In March 2020, FTA approved the use of the remaining Federal funds for Trinity Metro to extend TEXRail 2.1 miles from the Fort Worth T&P Station to the new station in the Medical District.

Area of Potential Effects
To facilitate our consultation, we developed an Area of Potential Effects (APE) for your review (see enclosure). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 150 feet from the Project footprint. The APE for archeological resources includes all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

Consulting Parties
FTA and Trinity Metro have compiled a list of neighborhood associations near the Project which we plan to invite as consulting parties (see enclosure). We plan to discuss cultural resources as a part of our public outreach under our environmental review for the Project. If you have thoughts on who else we should include, please let us know.

We look forward to working with you on the Project. If you have any questions, please contact Terence Plaskon, Environmental Protection Specialist. He can be reached at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

Donald R. Koski, AICP
Deputy Regional Administrator
Federal Transit Administration, Region VI

Enclosure

cc: Richey Thompson, Trinity Metro
December 22, 2020

Terence Plaskon
Federal Transit Administration, Region VI
819 Taylor Street, Suite 14A02
Fort Worth, Texas 76102

Re: Project Review under Section 106 of the National Historic Preservation Act, TExRail Southern Extension to Near Southside Station, Fort Worth, Tarrant County (FTA/106, THC #202103388)

Mr. Plaskon:

Thank you for your letter of November 24, 2020, regarding the above-referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC).

The THC History Programs Division staff, led by Justin Kockritz, has completed its review of the submitted materials, which initiate consultation under Section 106 of the National Historic Preservation Act for the proposed 2.1-mile extension of the existing TExRail passenger rail system, from its current southern terminus at the historic Texas & Pacific Station in downtown Fort Worth to a new Near Southside Station in the Medical District. THC recommends that the Federal Transit Administration (FTA) use an Area of Potential Effect (APE) of 175 feet from the project footprint, consistent with the previous consultation for TExRail, which culminated in the September 2014 Memorandum of Agreement and Record of Decision for the project. During that consultation, much of this Southern Extension APE was surveyed for historic properties with a construction date of 1971 or earlier. FTA’s submitted map identifies known historic properties within the general area of the proposed Southern Extension, with the exception of the following:

- Lily B. Clayton Elementary School, listed in the National Register in 2017;
- Mistletoe Heights Historic District, determined eligible for listing in the National Register in 2013;
- Fort Worth and Western Railroad Corridor, determined eligible for listing in the National Register in 2013;
- Union Pacific Railroad Corridor, determined eligible for listing in the National Register in 2013; and,
- Dr Pepper Bottling Company, determined eligible for listing in the National Register in 2013.

For this Southern Extension, THC recommends updating the findings of the previous TExRail historic resources surveys to include an evaluation of aboveground historic-age properties that were constructed after 1971, but that will be 45 years of age or more at the time of construction, if any.

Before the THC Division of Architecture staff, led by Alex Toprac, can comment on the potential effects of the project on historic properties, additional information will be required regarding the project design including station plans, elevation drawings, and documentation regarding potential indirect effects such as the proposed lighting, vibration, and noise.
The THC Archeology Division staff, led by Arlo McKee, has also reviewed the materials submitted. An archeology desktop review of the Direct APE and an archeological survey of undisturbed portions of the APE will be needed. Lists of qualified archeologists may be found at either https://rpanet.org/ or https://counciloftexasarcheologists.org/Contractors-List.

In addition to the neighborhood associations in the project area that FTA has identified, we also recommend including the City of Fort Worth Historic Preservation Office, the Tarrant County Historical Commission, and Historic Fort Worth, as potential consulting parties.

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 process and for your efforts to preserve the irreplaceable heritage of Texas. If you have any questions about identifying or evaluating aboveground historic properties, please contact Justin Kockritz at 512-936-7403 or justin.kockritz@thc.texas.gov; for any questions about evaluating potential effects to aboveground historic properties, please contact Alex Toprac at 512-463-6183 or alex.toprac@thc.texas.gov; or, for any questions about archeological resources, please contact Arlo McKee at 512-463-5711 or arlo.mckee@thc.texas.gov.

Sincerely,

Justin Kockritz
For: Mark Wolfe, State Historic Preservation Officer
Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202107919
Date: 05/10/2021
TEXRail Extension Project
City of Fort Worth
Fort Worth,TX

Description: Trinity Metro, the Tarrant County transit agency, and FTA are proposing a 2.1-mile extension of the existing TEXRail line.

Dear Shelley Hartsfield:
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 Arlo McKee, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments
• No identified historic properties, archeological sites, or other cultural resources are present or affected. However, if cultural materials are encountered during project 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.
• This draft report is acceptable. Please submit a final report: one restricted version with any site location information (if applicable), and one public version with all site location information redacted. To facilitate review and make project information and final reports available through the Texas Archeological Sites Atlas, we appreciate submitting abstracts online at http://xapps.thc.state.tx.us/Abstract and e-mailing survey area shapefiles to archeological_projects@thc.texas.gov if this has not already occurred. Please note that these steps are required for projects conducted under a Texas Antiquities Permit.

We have the following comments: We concur that site 41TR261 should be considered Ineligible for the National Register of Historic Properties or as a State Antiquities Landmark. No further archeological work is recommended for the site.
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 the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: Arlo.McKee@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

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

Please do not respond to this email.
Re: Project Review under Section 106 of the National Historic Preservation Act and/or the Antiquities Code of Texas
THC Tracking #202107920
Date: 05/04/2021
Update to Historic Resources Reconn-TEXRail Corridor
TEXRail Corridor
Forth Worth, TX

Description: TEXRail Extension Project to extend approximately 2.1 miles from the Fort Worth Texas and Pacific Station to the Near Southside Station.

Dear Tanya McDougall:
Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Justin Kockritz, Alex Toprac, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources
- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- Adverse effects on historic properties.
- THC/SHPO concurs with information provided.
We have the following comments: The History Programs Division staff, led by Justin Kockritz, has completed its review of the Update to the Historic Resources Reconnaissance Survey and concurs with your finding that the only newly identified historic-age resources, the Harris Gardens Apartments (Resource #585a–c), are not eligible for listing in the National Register of Historic Places (NRHP). We also concur with your finding that the historic properties and districts evaluated as part of the 2013 survey, and listed in Tables 1 and 2 of the Update, remain listed or eligible for listing in the NRHP. The Division of Architecture review staff, led by Alex Toprac, concurs with the assessment of effects on the identified historic properties within the project Area of Potential Effect (APE), as provided in the submitted historic resource survey report. Accordingly, our staff has determined the project as proposed will have an adverse effect on the NRHP-eligible 1930 Texas & Pacific Underpass (Resource 429) and 1925 Steel Trestle Bridge (Resource 381), due to their proposed alteration and removal, respectively. If TEXRail wishes to continue pursuing this undertaking, the Federal Transit Administration (FTA) in partnership with TEXRail will need to provide additional Section 4(f) alternatives analysis documentation and will need to continue Section 106 coordination with the Texas Historical Commission along with identified consulting parties, including, but not limited to, Historic Fort Worth, the Tarrant County Historical Commission, and the City of Fort Worth Historic Preservation Officer, in order to develop an amendment to the existing Memorandum of Agreement (MOA), or alternatively develop a new MOA, and associated stipulated mitigation to address the adverse effect to the aforementioned historic resources. Furthermore, FTA must notify the Advisory Council on Historic Preservation (ACHP) of the adverse effects presented by this undertaking and provide the opportunity for them to participate in the development of a new MOA or an amendment to the existing MOA.

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 the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers: justin.kockritz@thc.texas.gov, alex.toprac@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit http://thc.texas.gov/etrac-system.

Sincerely,

Alex Toprac

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

Please do not respond to this email.
Attachment D: Consulting Party Letters
March 29, 2021

Corey Bearden
President
Mistletoe Heights Neighborhood Association
1408 Mistletoe Drive
Fort Worth, TX 76110

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Bearden:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.

Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels  
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Christopher Beauchamp
President
Bricktown Neighborhood Association
827 W. Dagget Street
Fort Worth, TX 76104

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Beauchamp:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>'Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>'The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

*Area of Potential Effect*

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
March 29, 2021
Mr. Christopher Beauchamp

In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at [https://PublicInput.com/F0265](https://PublicInput.com/F0265).

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Murray G. Miller  
Historic Preservation Officer  
City of Fort Worth Historic Preservation Office  
200 Texas Street  
Fort Worth, TX 76102

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Miller:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Area of Potential Effect

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
March 29, 2021
Mr. Murray G. Miller

In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

[Signature]

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Kelly Peterson  
President  
Texas & Pacific Lofts Homeowners Association  
221 W. Lancaster Avenue  
Fort Worth, TX 76102

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Ms. Peterson:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

Area of Potential Effect

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at [https://PublicInput.com/F0265](https://PublicInput.com/F0265).

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels  
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Tom Reynolds
President
Sunset Terrace Neighborhood Association
1605 Sunset Terrace
Fort Worth, TX 76102

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Reynolds:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Area of Potential Effect**

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
March 29, 2021
Mr. Tom Reynolds

In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

[Signature]
David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Stephen Scanlon
President
Berkeley Place Neighborhood Association
P.O. Box 11447
Fort Worth, TX 76110

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Scanlon:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
# Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

## Area of Potential Effect

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Jerre Tracy
Historic Fort Worth, Inc.
1110 Penn Street
Fort Worth, TX 76102

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Ms. Tracy:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description

Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).


**Table 1. Known Historic Properties Within 1,300 Feet of the Project Area**

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Area of Potential Effect**

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

[Signature]

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

David Weuste
President
Fairmount Neighborhood Association
PO Box 12348
Fort Worth, TX 76110

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Mr. Weuste:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

**Project Description**

Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
Table 1. Known Historic Properties Within 1,300 Feet of the Project Area

<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>'Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>'The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Area of Potential Effect**

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at [https://PublicInput.com/F0265](https://PublicInput.com/F0265).

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro
March 29, 2021

Dr. Dawn Youngblood
Tarrant County Historical Preservation Officer
City of Fort Worth Historic Preservation Office
200 Taylor Street
Fort Worth, TX 76196

RE: Invitation to Consult for the TEXRail Extension Project, Fort Worth, Texas

Dear Dr. Youngblood:

The Federal Transit Administration (FTA), as part of our responsibilities under the National Historic Preservation Act (NHPA) and applicable regulations, is initiating Section 106 consultation for the TEXRail Extension Project (the Project) in Fort Worth, Texas. FTA has determined that the Project is a Federal undertaking subject to Section 106 of the NHPA and is the type of activity that has the potential to cause effects on historic properties. As your organization may have special knowledge of or concern for historic properties in the Project area, FTA invites your participation in this consultation.

Project Description
Trinity Metro began TEXRail service in January 2019; it provides commuter rail service between downtown Fort Worth and Dallas/Fort Worth International Airport. Trinity Metro is now planning to extend TEXRail from its current southern terminus at the Fort Worth Texas & Pacific (T&P) Station to Fort Worth’s Medical District. The Project would extend TEXRail approximately 2.1 miles, adjacent to the existing Union Pacific Railroad and Fort Worth & Western Railroad alignments, from the T&P Station to a new station in the Medical District, referred to as Near Southside Station. The Near Southside Station would be located on property currently owned by Baylor Scott & White behind its All Saints Medical Center, just south of Mistletoe Blvd., adjacent to the Mistletoe Heights neighborhood.

The Project includes the demolition of the Union Pacific Railroad Bridge 247.3, located south of I-30 and east of Forest Park Boulevard (see Attachment 1). The bridge is a 147.6-foot steel, four span structure with box shaped cross-brace deck truss and cross-brace bent supported with concrete pier pedestals. The bridge was built in 1927 by the Texas and Pacific Railroad and was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009. No other NRHP-listed or NRHP-eligible historic properties are known to be directly impacted by the Project. However, during a background review of the Project area 19 additional historic properties were identified within a 1,300-foot study area (see Table 1 and Attachment 1).
<table>
<thead>
<tr>
<th>Historic Property</th>
<th>Designation</th>
<th>Within APE or 175 feet of Project limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fairmont-Southside Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Wayside Church of God in Christ</td>
<td>NRHP-eligible</td>
<td>No</td>
</tr>
<tr>
<td>UPRR Bridge 247.3</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Wharton Scott House</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Eighth Avenue Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Masonic Temple Association of Fort Worth</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Fort Worth Public Market Building</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Saint Ignatius Academy Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>US Post Office</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Texas and Pacific Terminal Complex</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Jennings-Vickery Historic District</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth Recreation Building</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>The Women’s Club of Fort Worth Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Markeen Apartments</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>South Main Street Historic District</td>
<td>NRHP-listed</td>
<td>No</td>
</tr>
<tr>
<td>Lily B. Clayton Elementary School</td>
<td>NRHP-listed</td>
<td>Yes</td>
</tr>
<tr>
<td>Mistletoe Heights Historic District</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Fort Worth and Western Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Union Pacific Railroad Corridor</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
<tr>
<td>Dr. Pepper Bottling Company</td>
<td>NRHP-eligible</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Area of Potential Effect**

To facilitate our consultation, FTA and Trinity Metro developed an Area of Potential Effects (APE) (see Attachment 1). The APE was drawn to recognize the presence of historic properties along the project corridor and was determined by taking into consideration the Project’s potential to both directly and indirectly affect historic resources and archeological sites. The APE for historic resources is 175 feet from the Project footprint. The APE for archeological resources is recommended to include all areas that may be directly impacted by the Project, including existing and proposed right-of-way, all station locations, permanent and temporary easements, staging areas, utility relocations, drill shaft locations, and project-specific locations that may be identified.

If you would like to participate as a consulting party, please reply to this invitation and identify any concerns you have with historic properties in the APE. Being a consulting party would involve your time and expertise in providing FTA and Trinity Metro with input on issues involving historic properties relative to the extension. This input could take the form of written correspondence, verbal communications, or in-person meetings. We do not anticipate the amount of time required to be burdensome or extensive and appreciate your participation.
In addition, a virtual public meeting for the Project will be held on Thursday, April 15 at 6:00 p.m. to exchange information about the Project. If interested, please see the participation details online at https://PublicInput.com/F0265.

If you have any questions please contact Terence Plaskon, FTA Environmental Protection Specialist, at (817) 978-0573 or via email at terence.plaskon@dot.gov.

Sincerely,

David E. Bartels
Director of Planning and Program Development

Enclosure

cc: Richey Thompson, Trinity Metro