

DRAFT
PROGRAMMATIC AGREEMENT AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
AUSTIN TRANSIT PARTNERSHIP, AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER
REGARDING THE AUSTIN LIGHT RAIL PHASE I PROJECT,
AUSTIN, TRAVIS COUNTY, TEXAS

WHEREAS, the Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) propose to construct the Austin Light Rail Phase I Project (Project), a light rail transit line that will extend a 9.8-mile street-level light rail system through downtown Austin extending north to 38th Street and Guadalupe Street, south to Oltorf Street and South Congress Avenue, and east on Riverside to Yellow Jacket Lane (west of SH 71), crossing Lady Bird Lake on a new rail bridge, and 15 new stations (map depicting the Project location provided in **Attachment 1**); and

WHEREAS, ATP, the City of Austin and the Capital Metropolitan Transportation Authority amended the *Joint Powers Agreement*, directing ATP to serve as grant recipient and Project Sponsor in June 2023; and

WHEREAS, ATP is seeking Federal funding through the FTA Capital Investment Grants, authorized by 49 USC § 5309, program for design and construction of the Project; and

WHEREAS, FTA has determined the Project would constitute an undertaking requiring compliance with Section 106 of the National Historic Preservation Act of 1966 (54 USC § 306108) (NHPA), as amended, and its implementing regulations at 36 CFR § 800, as amended (August 5, 2004) (Section 106 Regulations) (collectively referred to as “Section 106”); and

WHEREAS, FTA is the Federal lead agency for the purposes of ensuring the Project complies with Section 106; and

WHEREAS, ATP, as the local Project Sponsor, as defined in 23 USC § 139(a)(10), would be responsible for advancing the Project through final design and construction and undertaking certain actions, as specified in this Agreement, and

WHEREAS, FTA is preparing an Environmental Impact Statement (EIS) for the Project and has coordinated the National Environmental Policy Act of 1969 (42 USC § 4321 *et seq.*) (NEPA) process with consultation pursuant to Section 106; and

WHEREAS, FTA intends to issue a combined document that consists of the Final EIS (FEIS) and Record of Decision (ROD) pursuant to 23 USC § 139(n)(2) unless it is determined that statutory criteria or practicability considerations preclude issuance of such a combined document; and

WHEREAS, FTA initiated formal Section 106 consultation with the Texas Historical Commission, the State Historic Preservation Officer (SHPO), on April 3, 2024 (**Attachment 2**), in coordination with ATP; and

WHEREAS, FTA, in coordination with ATP, and in consultation with the SHPO determined and documented the survey methodologies and Areas of Potential Effects (APE) for archeological resources and non-archeological historic resources (historic resources), and the SHPO concurred with survey methodologies and APEs on April 23, 2024, and May 16, 2024, in accordance with 36 CFR § 800.4(a) (**Attachment 2**); and

WHEREAS, ATP must comply with the provisions of the Antiquities Code of Texas (Texas Natural Resource Code, Title 9, Chapter 191) and was issued Antiquities Permit #31726 by the SHPO on April 23, 2024, for archeological investigations, with permit amendments detailing changes submitted to the SHPO on September 12, 2024, and May 13, 2025 (see **Attachment 2**); and

WHEREAS, FTA invited the Alabama-Coushatta Tribe of Texas, the Apache Tribe of Oklahoma, the Comanche Nation of Oklahoma, the Coushatta Tribe of Louisiana, the Tonkawa Tribe of Indians of Oklahoma, and the Wichita and Affiliated Tribes (Wichita, Keechi, Waco, and Tawakonie) of Oklahoma (collectively, “Tribes”), to be consulting parties on May 10, 2024, in accordance with 36 CFR 800.3(f)(2) (**Attachment 3**); and

WHEREAS, none of the Tribes accepted FTA’s invitation to become consulting parties, but the Alabama Coushatta Tribe of Texas requested they be notified of post-review and unanticipated human remain discoveries that may have cultural significance (see **Attachment 3**); and

WHEREAS, FTA, in coordination with ATP, identified the Consulting Parties based upon responses to the invitations sent electronically on July 22, 2024, and August 6, 2024, to consult on the Project (**Attachment 4**); and

WHEREAS, FTA and ATP held a virtual Section 106 Consulting Party Meeting on October 9, 2024, and invited Consulting Parties to provide comments to the email address input@atptx.org (see **Attachment 4**); and

WHEREAS, on July 7, 2025, the FTA, in coordination with ATP, consulted with the SHPO concerning the determinations of eligibility for 213 built historic properties (e.g., buildings, structures, objects, historic districts) listed in, or eligible for listing in, the National Register of Historic Places (NRHP), as detailed in the *Draft Built Environment Survey Report, Austin Light Rail Phase I Project* available on ATP’s website www.atptx.org; and

WHEREAS, the SHPO provided concurrence on the determinations of eligibility for the 213 built historic properties in a letter, dated August 7, 2025 (see **Attachment 2**); and

WHEREAS, an intensive archeological survey was conducted on properties within the archeological resources APE where right-of-entry could be obtained, with SHPO concurrence received in a letter dated July 31, 2025 (see **Attachment 2**); and

WHEREAS, FTA, in coordination with ATP and in consultation with the SHPO, have agreed to enter into this Programmatic Agreement (PA) pursuant to 36 CFR § 800.14(b)(3) because the effects on historic properties cannot be fully determined prior to approval of this undertaking; and

WHEREAS, the terms used in this PA are defined in accordance with 36 CFR § 800.16,

unless otherwise indicated; and

WHEREAS, FTA notified the Advisory Council on Historic Preservation (ACHP) of its intent to proceed with a PA for the Project, in accordance with 36 CFR § 800.6, and the ACHP notified FTA on August 20, 2025, that the ACHP would not participate in the consultation; and

WHEREAS, FTA, ATP, and the SHPO are collectively referred to herein as the “Signatories,” and individually as a “Signatory”; and

WHEREAS, FTA, in coordination with ATP, consulted with the City of Austin regarding the effects of the Project on historic properties in September 2024, January 2025, April 2025, and May 2025; and

WHEREAS, FTA, in coordination with ATP, invited the City of Austin to sign this PA as a Concurring Party and the City of Austin accepted the invitation to be a Concurring Party and requested to be included in the review of adverse effects to historic properties by their local historic preservation office; and

WHEREAS, FTA, in coordination with ATP, held a virtual Section 106 Consulting Party Meeting on September 12, 2025 (see **Attachment 4**); and

WHEREAS, the Consulting Parties and the SHPO had an opportunity for a concurrent 30-day review and comment on a draft of this PA from August 22, 2025, to September 22, 2025 (see **Attachment 4**); and

NOW, THEREFORE, FTA, ATP, and the SHPO agree that the Project will be implemented in accordance with the following Stipulations to consider the effects of the Project on historic properties.

STIPULATIONS

FTA and ATP will ensure that the following stipulations are implemented:

I. PROFESSIONAL QUALIFICATION STANDARDS

FTA, in coordination with ATP, will ensure all actions required under this PA involving the identification, evaluation, analysis, recording, treatment, monitoring, or disposition of historic properties, or involving reporting or documentation of such actions in the form of reports, forms, or other records, will be carried out by or under the direct supervision of a person who meets the appropriate *Secretary of the Interior's Professional Qualifications Standards* (48 Federal Register [FR] 44738-9) in an applicable discipline.

II. DESIGN REVIEW PROCESS

A. Because the current Project design, as detailed in the FEIS/ROD reflects the Preliminary Engineering design as of May 2025, effects on historic properties could not be assessed prior to approval of this undertaking, the design review process will provide the Signatories an opportunity to review and comment on design plans to identify adverse effects to historic properties, including visual, noise, and vibration effects.

B. The following design review process shall apply to the review of:

1. Approximately 40% design review:
 - a. ATP will develop a set of drawings based on the FEIS/ROD and 40% plans. The project envelope/ footprint will consist of the limits of construction including a buffer around physical infrastructure to include operational clearances (guideway and track) and temporary construction easements to accommodate potential areas of construction impact for street reconstruction, landscape, hardscape, and staging areas.
 - b. FTA, in coordination with ATP, will provide the Signatories with the 40% design plans for review and comment. Review and comment on submitted documents will occur in accordance with Stipulation II.E.
 - c. FTA, in coordination with ATP, will consult with the SHPO to identify and document key design guidelines and considerations for stations to minimize or avoid potential adverse effects to historic properties.
 - d. The design guidelines developed in consultation with the SHPO will be provided to the Contractor to influence the 60% design plans.
2. Further Design Changes: As changes or updates continue as Project design progresses (e.g., 60%, 90%)
 - a. FTA, in coordination with ATP, will provide updated design plans to the SHPO and the Concurring Party for review and comment. Review and comment on submitted documents will occur in accordance with Stipulation II.F.

- b. FTA, in coordination with ATP, shall consult with the SHPO and the Concurring Party regarding the updated design plans to identify and assess any adverse effects to historic properties, including visual, noise, and vibration.
- C. ATP will comply with the following design commitments:
 - 1. Visual: FTA, in coordination with ATP, will design Project structures and all other construction undertaken by ATP related to this Project that may have a visual effect on historic properties to be compatible with the historic property in conformance with the guidance contained in the Secretary of the Interior's *Standards for the Treatment of Historic Properties* to avoid or minimize the effect.
 - 2. Construction Noise: The City of Austin's ordinance concerning construction noise specifically applicable to transit system projects (City of Austin Ordinance No. 20221115-048) requires submission of a construction noise mitigation and monitoring plan, project noise requirements for construction contractors, and a public communications plan.
 - a. ATP's Contractor will prepare a mitigation and monitoring plan in accordance with Ordinance No. 20221115-048.
 - b. ATP's Contractor will include in the mitigation and monitoring plan specific construction noise avoidance, minimization, and mitigation measures to historic properties from construction noise.
 - 3. Construction Vibration: Because the exact location of construction equipment and construction activities is required to assess vibration effects, a detailed assessment of adverse effects associated with construction vibration will be conducted by ATP during the final design phase after the location of construction activities are finalized.
 - a. FTA, in coordination with ATP, will provide the Signatories an opportunity to review and comment on the final design. Review and comment on submitted documents will occur in accordance with Stipulation II.D.
 - b. FTA, in coordination with ATP, shall consult with the SHPO concerning adverse effects associated with construction vibration based upon the final design, and, as appropriate, will develop specific vibration mitigation measures.
- D. All documentation provided to the SHPO and the Concurring Party as part of the design review process, as set forth in Stipulation II.B, will have pages relevant to the review marked/tabbed, and the transmittal letter from ATP will include a brief synopsis of design changes/additions since the previous review.
- E. All notifications required by this PA will be sent by e-mail and/or other electronic means. Notifications to the Signatories will be delivered to the Principal Contacts (**Attachment 5**).
- F. The SHPO and Concurring Party will have 30 calendar days to review and respond to the design submittals.

- G. Should the SHPO and Concurring Party not concur the design submittal maintains no adverse effect to historic properties and the adverse effect cannot be avoided or minimized, FTA, in coordination with ATP, will follow Stipulation V to resolve the adverse effect.

III. CONSULTATION PROCESS FOR SCOPE CHANGES

- A. A project scope change for the purposes of this PA is defined as a change in the Project design scope that exceeds the three-dimensional design as shown in the FEIS/ROD and the Preliminary Engineering design plans, dated May 2025.
- B. The design and construction contract will allow the Contractor to make changes to the design approved in the FEIS/ROD. Prior to the Contractor finalizing the design approved in the FEIS/ROD, FTA, in coordination with ATP, must follow the design review process set forth in Stipulation II. Following the design review process, FTA, in coordination with ATP, may approve changes to the design subject to the procedures in this PA.
- C. Because the Contractor has not yet been selected, ATP will ensure that the Contractor is required to comply with the terms of this PA by incorporating all terms of the PA in all contracts, licenses, or other approvals for this undertaking, with the intent to bind the Contractor to compliance with this PA. In addition, ATP will include best practices designed to protect historic properties in its contracts with the Contractor.
- D. If the Contractor proposes changes to the scope of the Project as defined in Stipulation II.C.1 within 50 feet of a historic property, the Contractor must first obtain ATP's written approval.
 - 1. ATP will assign staff and a cultural resources consultant to review any proposed scope change and assess whether the proposed change has the potential to affect historic properties. Assigned staff must meet the Secretary of the Interior's professional qualification standards as per Stipulation I.
 - 2. Construction may not proceed until FTA and ATP approval is complete based on review and consultation with the SHPO.
 - 3. FTA Finding.
 - a. If FTA, in coordination with ATP, determine a scope change does not require an expansion of the Project footprint and there are no adverse effects to historic properties resulting from the proposed scope change, FTA, in coordination with ATP, will document the finding in the Project file, and include a brief summary of the finding in the next regular progress report required by Stipulation VII.D.
 - b. If FTA, in coordination with ATP, determines a scope change to the Project footprint does not require an expansion of the APE horizontally, but would have a visual adverse effect to a historic property, FTA, in coordination with ATP, will proceed as follows:
 - i. Provide notification to the SHPO and Concurring Party of the scope change for review and comment, including a description of the scope change, map showing

- the location, and the recommended finding of the effect of such change, and
- ii. Provide notification to any interested Consulting Party if the scope change is within a stated area of interest to such party(ies), and.
- iii. Review and consider comments received from the reviewing parties .
- iv. Request the SHPO's concurrence on the effects determination. The request will include a description of the scope change, a map showing the location, and a summary of comments received from the reviewing parties.
- c. If FTA, in coordination with ATP, determines a scope change to the Project footprint requires a revision of either APE, FTA, in coordination with ATP, will proceed as follows:
 - i. Revise either APE, following the existing methodology for the APEs previously established through Section 106 consultation with the SHPO and provided in **Attachment 2**, and
 - ii. Consult with the SHPO, Concurring Party, and Consulting Parties to identify eligible historic properties within the revised APE, following the existing methodologies for the APEs previously established through the Section 106 consultation with the SHPO as provided in **Attachment 2**.
- 4. SHPO Finding.
 - a. If the SHPO concurs the scope change will have no adverse effect on historic properties, FTA, in coordination with ATP, will document the finding to the Project file.
 - b. If the SHPO concurs the scope change will have an adverse effect on a historic property, FTA, in coordination with ATP, will initiate consultation to resolve the adverse effect with the SHPO as defined in Stipulation V.
- 5. Upon completion of all required consultation, including receipt of the SHPO's concurrence and issuance of a written approval to the Contractor, the Contractor may resume work in the vicinity of the historic property consistent with the approval.
- 6. FTA, in coordination with ATP, may require the Contractor to redesign the proposed scope change to avoid adverse effects to the historic property, or to minimize and/or mitigate potential adverse effects.

IV. PROTECTION OF HISTORIC PROPERTIES

A. Public Involvement.

- 1. ATP will prepare a public involvement plan(s) for the final design and construction phase. It will allow for public input on a broad array of matters including the public

involvement requirements in the Section 106 regulations. The plan must specify how affected persons will be given notice to participate in the plan as it affects specific historic properties.

2. ATP will oversee the public involvement for the Project.
3. The Contractor will comply with the public involvement plan.

V. RESOLUTION OF ADVERSE EFFECTS

If FTA, in coordination with ATP and in consultation with the SHPO, determines there will be an adverse effect identified as the design advances and/or during construction and cannot be avoided, ATP will consult with the Signatories, Concurring Party, and appropriate Consulting Parties for review and comment. If the adverse effect cannot be resolved through consultation, an amendment to the PA or a separate Memorandum of Agreement may be developed to resolve the adverse effect to historic properties.

VI. ISSUE FOR CONSTRUCTION PLAN

The Contractor will prepare an Issue For Construction (IFC) Plan set that will contain plans stipulated in this PA, including demolition plans. The purpose of the demolition plans is to identify and avoid physical damage to historic properties caused by demolition and construction work, whether caused by direct contact, vibration, or other factors. The IFC plans will have provisions concerning the protection of historic properties. The Contractor must submit the IFC Plan to FTA and ATP for review and approval. ATP will provide the SHPO and Concurring Party with the approved IFC Plan for their records.

VII. ARCHEOLOGY COMMITMENTS, MONITORING, AND REPORTING

- A. ATP will continue archeological surveying in previously recommended areas as ATP obtains rights-of-entry.
- B. ATP will oversee construction monitoring for areas potentially containing historic features and areas of high probability for containing archeological deposits that are currently inaccessible due to existing structures or pavement. ATP has identified the areas for monitoring during construction, including: proposed grade changes on either side of the Lady Bird Lake crossing, at Wooldridge Square Park, at the non-contributing portion of the NRHP-eligible site 41TV2562 and the following locations:
 - 422 Guadalupe Street
 - 510 Guadalupe Street
 - 810 Guadalupe Street
 - 1305 Guadalupe Street
 - 411 West MLK Boulevard
 - 2825 Guadalupe Street
 - 3402 Guadalupe Street
 - 517 West 39th Street
 - Trinity Street at the proposed Cesar Chavez Station

1. ATP will ensure archeological monitoring of construction excavations by personnel who meet the requirements in Stipulation I.
 2. Prior to the start of construction, ATP will oversee the ground disturbing activities at all monitoring locations.
- C. ATP will submit a supplemental archeological survey and monitoring report to FTA and the SHPO for review and consultation after all survey and monitoring are completed.
- D. During the construction of the Project, ATP will submit an end-of-month progress report to FTA describing the work completed that month pursuant to this PA. ATP will provide an annual report summarizing the monthly and supplemental reports to FTA and the SHPO.

VIII. UNANTICIPATED DISCOVERIES

- A. When unanticipated potential historic properties are identified during construction of the Project or unanticipated effects on historic properties are determined, the process for addressing them will be as follows:
1. Immediate Cessation of Work: If any archeological materials (e.g., artifacts, features, or human remains) are discovered, all ground-disturbing activities within a 50-foot radius of the discovery must cease immediately. Work outside the 50-foot radius of the discovery may continue during this period.
 2. Notification: The Contractor must notify ATP within 24 hours, who will then contact FTA and the SHPO.
 3. Initial Assessment: ATP will conduct an initial assessment to determine the nature, extent, and potential significance of the discovery and will provide the initial assessment to the Signatories within 72 hours.
 4. Human Remains: If human remains are involved, ATP will notify FTA, the SHPO, and the County Coroner/Sherrif within 24 hours of the discovery. ATP will notify any relevant Native American tribes if it is determined the discovery is Native American. For any human remains, the Signatories will follow the Procedures provided in Stipulation VIII.B.
 5. Eligibility Determination: If the discovery is deemed potentially eligible for the NRHP, ATP, in consultation with the Signatories, will develop a plan for further evaluation or mitigation.
 6. Mitigation Measures: Depending on the significance of the discovery, ATP will consult with the Signatories for further investigative measures. If the discovery is eligible for listing in the NRHP and will be adversely affected, a mitigation plan will be developed by ATP and submitted to the Signatories for review and approval.
 7. Resumption of Work: Work within the 50-foot discovery radius may resume only after the Signatories concur with the mitigation measures and provide written clearance/notice

to proceed.

- B. For unanticipated discoveries involving human remains, FTA and ATP will follow the principles within the ACHP's *Policy Statement on Burial Sites, Human Remains, and Funerary Objects*, dated March 1, 2023, and the procedures of 36 CFR § 800.13. Cemeteries in Texas are protected under Title 8, Subtitle C, Chapter 711, *General Provisions Relating to Cemeteries*, of the Texas Health and Safety Code, as well as Title 13, § 2, Chapter 22 of the Texas Administrative Code, and Section 28.03[f] of the Penal Code of Texas. If any unmarked prehistoric or historic human remains or burials are encountered at any point during the Project, the area of the remains is considered a cemetery under current Texas law and all construction activities must cease immediately so as to avoid impacting the remains.
 - 1. Work may resume in areas outside the boundaries of the cemetery which have been identified and accepted by the SHPO.
 - 2. Work may resume in a cemetery area if the cemetery has been removed in compliance with 36 CFR 800 and the applicable requirements of the Health and Safety Code, Title 1, Section 711.

IX. AMENDMENTS TO THE PA

If a Signatory to the PA requests that the agreement be amended, FTA will consult with all Signatories. The PA may be amended if all Signatories agree. The amendment will be effective on the date a copy is signed by all the Signatories. An amendment of the PA may necessitate changes to the construction contract, including the public involvement plan.

X. DISPUTE RESOLUTION

Should any Signatory to this PA object at any time to any actions proposed or the manner in which the terms of this PA are implemented, FTA will consult with such Signatory to resolve the objection. If FTA determines that such objection cannot be resolved, FTA will:

- A. Forward all documentation relevant to the dispute, including FTA's proposed resolution, to the Signatories. The Signatories will provide FTA with their advice on the resolution of the objection within 30-calendar days of receiving the documentation from FTA. Prior to reaching a final decision on the dispute, FTA will prepare a written response that takes into account any advice or comments regarding the dispute from the Signatories, and will provide the Signatories with a copy of the written response. FTA will then proceed according to its final decision.
- B. If a Signatory does not provide its advice or comments regarding the dispute within the 30-calendar-day time period, FTA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FTA will prepare a written response that takes into account any timely comments regarding the dispute from the Signatories and provide them and the ACHP with a copy of such written response.
- C. FTA's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged.

XI. DURATION

This PA will expire if its terms are not carried out within 20 years from the date of its execution. Prior to such time, FTA may consult with the other Signatories to reconsider the terms of the PA and amend it in accordance with Stipulation IX.

XII. EXECUTION AND IMPLEMENTATION

- A. FTA, ATP, and the SHPO are the Signatories to the PA and as such have the sole authority to execute and implement the PA. The PA may be executed in one or more counterparts, each of which will be considered an original for all purposes. The PA will become effective immediately upon execution by all Signatories.
- B. Copies of the fully executed PA will be circulated to all Signatories and Concurring Party.

XIII. TERMINATION

If any Signatory to this PA determines that its terms will not or cannot be carried out, the Signatory will immediately consult with the other Signatories to attempt to develop an amendment per Stipulation IX. If within 30-calendar days, or an agreed upon time period by all Signatories, an amendment cannot be reached, any Signatory may terminate the PA upon written notification to the other Signatories.

Once the PA is terminated, and prior to work continuing on the undertaking, FTA must either (a) execute a PA pursuant to 36 CFR § 800.14(b), or (b) receive notice from the SHPO that a PA is not necessary and work can continue. FTA will notify the Signatories as to the course of action it will pursue.

Execution of this PA by FTA, ATP, and the SHPO and any implementation of its terms is evidence that FTA has considered the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

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AUSTIN TRANSIT PARTNERSHIP, AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER
REGARDING THE AUSTIN LIGHT RAIL PHASE I PROJECT,
AUSTIN, TRAVIS COUNTY, TEXAS**

SIGNATORY

FEDERAL TRANSIT ADMINISTRATION

By: _____

Date: _____

Terence Plaskon
Federal Transit Administration, Region 6

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REGARDING THE AUSTIN LIGHT RAIL PHASE I PROJECT,
AUSTIN, TRAVIS COUNTY, TEXAS**

SIGNATORY

AUSTIN TRANSIT PARTNERSHIP

By: _____

Date: _____

Deron Lozano
SVP, Environment and Project Development
Austin Transit Partnership

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AUSTIN, TRAVIS COUNTY, TEXAS**

SIGNATORY

STATE HISTORIC PRESERVATION OFFICER

By: _____ Date: _____

Joseph Bell
Texas Historical Commission, Executive Director
Texas State Historic Preservation Officer

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AUSTIN, TRAVIS COUNTY, TEXAS**

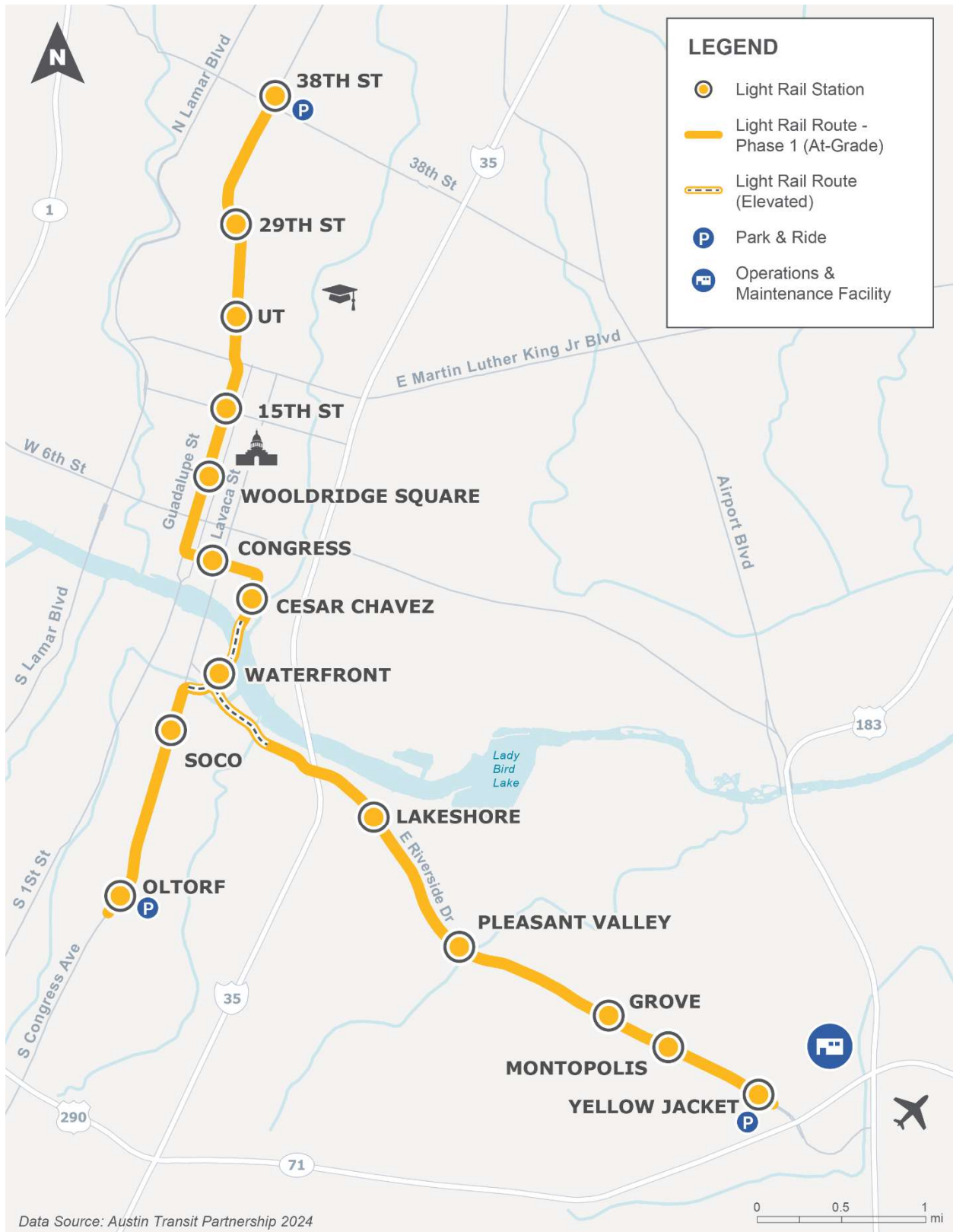
CONCURRING PARTY

CITY OF AUSTIN

By: _____ Date: _____

Liane Conte, AICP
Chief of Staff, Austin Project Connect
City of Austin

Attachment 1 Project Map



Attachment 2 SHPO Correspondence

From: Plaskon, Terence (FTA) <Terence.Plaskon@dot.gov>
Sent: Thursday, July 20, 2023 2:00 PM
To: john.macfarlane@faa.gov; Leary, Michael (FHWA); Heather.AshleyNguyen@txdot.gov; Eric.J.Dephouse@usace.army.mil; Houston.Robert@epa.gov; martinez.eli@epa.gov; kris.hafezizadeh@austinisd.org; jacqueline.yaft@austintexas.gov; edna.butts@austinisd.org; Ashby.johnson campotexas.org; dave ridecarts.com; mike.geeslin@centralhealth.net; jdailey@ctrma.org; jesus.garza@austintexas.gov; rob.spillar austintexas.gov; christine.maguire@austintexas.gov; kimberly.mcneeley@austintexas.gov; denise.lucas@austintexas.gov; mbarry@downtownaustin.com; tony.robinson@fema.dhs.gov; phil.wilson@lcra.org; Anna.R.Brulloths@tceq.texas.gov; Mark.Wolfe@thc.texas.gov; Jessica.Schmerler@tpwd.texas.gov; Scheleen.Walker@traviscountytx.gov; Alan.Stahnke@usda.gov; jimmy.johnson@austin.utexas.edu; Justin Kockritz (Justin.Kockritz@thc.texas.gov); annick.beaudet@AustinTexas.gov
Cc: Hayes, Lynn (FTA); Shoaib, Suleman (FTA); Bartels, David (FTA); Allaire, Jennifer (FTA); Doss, Michael (FTA); Lozano, Deron; Beth Bartz (beth.bartz@kimley-horn.com); Pyne, Jennifer; Underwood, Tom; Sharmila Mukherjee (sharmila.mukherjee@capmetro.org)
Subject: Project Connect - Austin Light Rail Project - Participating/ Cooperating Agency Update

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,
As lead Federal agency, the Federal Transit Administration (FTA) provides this update on the Austin Light Rail Transit (LRT) project. You are receiving this update as a National Environmental Policy Act (NEPA) Cooperating or Participating Agency for the Project Connect Orange Line or Blue Line LRT project. As noted in previous updates, Austin Transit Partnership (ATP) has been working with CapMetro and the City of Austin to refine the initial light rail project to meet financial constraints as well as community values and priorities after we had paused development of the NEPA documents in 2022. In our last update on March 10, 2023, we informed you the ATP team planned to host an LRT Open House officially beginning a 6-week community dialogue that would help inform the LRT plan, the extent of the LRT project, and the program's path forward.

In June 2023, the ATP Board, the CapMetro Board, and the City of Austin City Council adopted a revised Light Rail Implementation Plan that combines elements of the original Orange and Blue Line LRT projects into one initial project. The revised alignment would begin at the intersection of 38th and Guadalupe streets, extend south along Guadalupe and continue east on 3rd Street to Trinity Street. Extending south on Trinity Street, the alignment would cross Lady Bird Lake on a transit-dedicated bridge. On the south shore of the lake, the alignment would split with one branch extending south along Congress Avenue terminating at Oltorf Street and the other branch extending east along Riverside Drive terminating at Yellow Jacket Street. Two priority extensions are identified, to be accelerated if additional funding becomes available: one priority extension would extend the northern terminus from 38th Street north to Crestview, and a second priority extension would extend to the eastern terminus east from Yellow Jacket Street to the Austin airport. The following link provides additional information concerning the proposed project. [Austin Light Rail Implementation Plan - May 2023 by Austin... - Flipsnack](#)

In the coming months, FTA will coordinate with ATP and CapMetro regarding the NEPA process. We value and appreciate the interest and input of our Cooperating and Participating Agencies and may communicate with you regarding your intent to continue to serve as a Cooperating or Participating Agency. FTA and ATP, in cooperation with CapMetro, the City of Austin, and program stakeholders will continue to advance planning and conceptual design

activities throughout 2023 and 2024. We will continue to provide project updates and information concerning when NEPA documents will be ready for your review and input. If you have any questions, please contact me. Thank you

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region 6
819 Taylor St., #14A02 Fort Worth, TX 76102
(817) 978-0573 | terence.plaskon@dot.gov



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

April 3, 2024

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

Attn: Justin Kockritz, Lead Project Federal Reviewer

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Mr. Lengel:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

Project Description

FTA, as lead Federal agency, and Austin Transit Partnership (ATP), as project sponsor and joint lead agency, propose to build a 9.8-mile light rail transit (LRT) branched line extending north, south, and east of downtown Austin. The Project combines elements of the original Capital Metro Orange and Blue Line LRT projects into one project. Beginning at the intersection of Guadalupe and 38th Streets, the alignment would extend southward past University of Texas-Austin and the Texas State Capitol. At the intersection of Guadalupe and 3rd Streets, the alignment would extend eastward on 3rd Street, cross Congress Avenue, and connect to Trinity Street. The light rail alignment would turn southward on Trinity Street and cross Lady Bird Lake on a new light rail bridge. On the southern shore of Lady Bird Lake, the alignment would split into two branches. The southern branch of the split would cross East Bouldin Creek and extend southward on South Congress Avenue, with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the alignment would continue southeastward along East Riverside Drive with a terminus just west of State Highway (SH)-71 at the Yellow Jacket Station. Additional project elements include, but are not limited to, an Operations and Maintenance Facility and Park and Ride lots near the end-of-line stations (see Attachment 1).

The Project would result in the permanent conversion of current land uses to transportation use. The existing roadway right-of-way (ROW) widths within the corridor would be widened to accommodate the light rail guideway within the existing street, while maintaining traffic lanes and implementing the City of Austin's complete streets requirements per the Austin Strategic Mobility Plan for bike lanes, tree zones, sidewalks, and other amenities. Slivers of ROW would be required along the corridor and in the station and maintenance facility areas. Project-specific design options will be evaluated during the Project's environmental review process under the National Environmental Policy Act (NEPA).

Coordination with Other Reviews

As we did for the Orange and Blue Line projects, FTA will coordinate Section 106 compliance for the Project with our review under NEPA and other related reviews. In January of this year, we initiated our NEPA review by issuing a notice of intent to do an environmental impact statement for the Project. We plan for our public participation, analysis, and partner agency review to be scheduled in such a way that we can meet the purposes and requirements of both Section 106 and NEPA in a timely and efficient manner.

Consulting Parties

FTA plans to consult with you and other consulting parties throughout the Section 106 process. We would like to meet with your staff this month, as soon as schedules permit, where we can brief you on our assumptions for the Research Design and can outline for you our schedule and methodology for the historic resources survey, as well as the Antiquities Permit Application and Research Design for the archeological survey. To facilitate additional involvement in our planning and coordination, we compiled a list of potential consulting parties for your review and comment (see Attachment 2).

Coordination Efficiencies

While FTA does not delegate its Section 106 responsibilities to our project sponsors, we will rely on ATP and its SOI-qualified team to coordinate on technical matters, including interim deliverables and communicate with you, other consulting parties, and the public. Considering the scale of the Project, we think this additional support will be key to an efficient and thorough review. This is a limited authorization to consult on our behalf and is not a delegation. FTA will make and remain legally responsible for all findings and determinations regarding eligibility and effects. We look forward to working with you on the Project. Please contact me or Deron Lozano at ATP, via email deron.lozano@atptx.org or via phone at (512) 923-3257, with your availability to meet. Thank you.

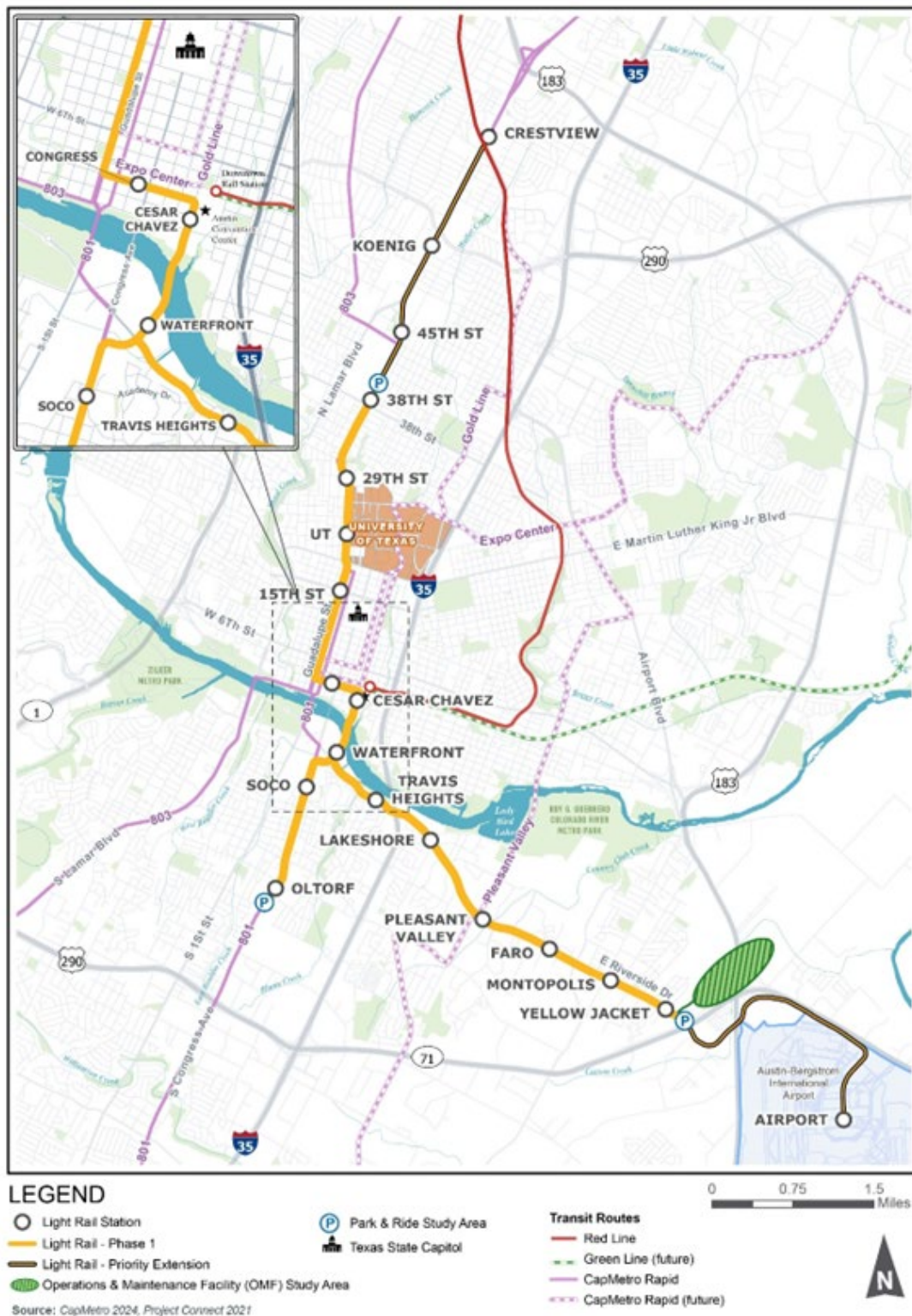
Sincerely,

TERENCE JAMES
PLASKON

Digitally signed by TERENCE
JAMES PLASKON
Date: 2024.04.03 15:19:10
-05'00'

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, VI

Attachment 1: Project Map



Attachment 2: Potential Consulting Parties

- Austin History Center
- Austin Parks and Recreation (PARD)
- Bonnett Neighborhood Association
- Bouldin Creek Neighborhood Association
- Capital Area Metropolitan Planning Organization (CAMPO)
- Central Waterfront Advisory Board
- City of Austin Open Data Portal
- District 3 Law Office
- Downtown Austin Alliance
- Downtown Austin Neighborhood Association
- East Austin Conservancy
- Emma S. Barrientos Mexican American Cultural Center
- Fred L. McGhee & Associates
- Friends of Riverside ATX Neighborhood Association
- Greater Austin Hispanic Chamber of Commerce
- Greater East Austin Neighborhood Association
- Highland Neighborhood Association
- Historic Bridge Foundation
- Lower Waller Creek Neighborhood Association
- Montopolis Community Alliance
- Montopolis Tributary Trail Association
- Montopolis-Ponca Neighborhood Association
- Norwood Park Foundation
- O. Henry Museum (CoA property)
- Old Austin Neighborhood Association
- Pleasant Valley Neighborhood Association
- Preservation Austin
- Rainey Neighborhood Association, Inc.
- Red River Cultural District (RRCD)
- Riverside Farms Road Neighborhood Assn.
- Shoal Creek Conservancy
- South River City Citizens Neighborhood Association
- Southeast Austin Neighborhood Alliance
- Travis County Historical Commission (CHC)
- Vargas Neighborhood Association
- Waterloo Greenway Conservancy
- West Downtown Alliance, Inc.

From: Underwood, Tom <Tom.Underwood@hdrinc.com>
Sent: Thursday, May 16, 2024 2:33 PM
To: Deron Lozano
Subject: FW: Austin Light Rail Phase 1 Project

Tom Underwood
M 314.332.9582

hdrinc.com/follow-us

Deron. THC approved the Built Environment Scope of Work. See below.

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Thursday, May 16, 2024 1:13 PM
To: Huerta, Marcus <marcus.huerta@hdrinc.com>; reviews@thc.state.tx.us
Subject: Austin Light Rail Phase 1 Project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



TEXAS HISTORICAL COMMISSION
real places telling real stories

Re: Project Review under Section 106 of the National Historic Preservation Act
THC Tracking #202409628
Date: 05/16/2024
Austin Light Rail Phase 1 Project
Austin, TX
Austin, TX

Description: The Project is a 9.8-mile (mi; 15.8 kilometer [km]) light rail transit (LRT) branched line extending north, south, and east of downtown Austin.

Dear Marcus Huerta:

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 Tiffany Osburn, Justin Kockritz and Alexander Shane, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- THC/SHPO concurs with information provided.

We have the following comments: The THC History Programs Division staff, led by Justin Kockritz, has completed its review of the proposed scope of work for the identification and evaluation of non-archeological historic resources. THC concurs that the proposed APE for non-archeological resources appears to be appropriate and also concurs that incorporating the findings of the built environment surveys for the Blue and Orange Lines is acceptable. In general, only properties that are now of historic-age and that were not previously evaluated during the Blue or Orange Line surveys will need to be evaluated as part of this scope of work. All comments on the archeological scope of work will be provided through the THC's Archeological Permit system (Permit No. 31726).

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: tiffany.osburn@thc.texas.gov, justin.kockritz@thc.texas.gov, Alexander.Shane@thc.texas.gov.

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

Sincerely,

A handwritten signature in black ink, appearing to be 'BP' or similar initials, followed by a stylized flourish.

for Bradford Patterson
Chief Deputy State Historic Preservation Officer

Please do not respond to this email.

TEXAS HISTORICAL COMMISSION

ANTIQUITIES PERMIT APPLICATION FORM ARCHEOLOGY

GENERAL INFORMATION

I. PROPERTY TYPE AND LOCATION

Project Name (and/or Site Trinomial) Austin Light Rail Phase I Project
County (ies) Travis
USGS Quadrangle Name and Number Austin West 3097-231; Austin East 3097-242; Oak Hill 3097-224; Montopolis 3097-213
UTM Coordinates Zone 14R E 620833 N 3348849
Location Guadalupe Street, South Congress Avenue, East Riverside Drive
Federal Involvement ☒ Yes ☐ No
Name of Federal Agency Federal Transit Administration
Agency Representative Terence Plaskon, Region VI Environmental Protection Specialist

II. OWNER (OR CONTROLLING AGENCY)

Owner Austin Transit Partnership
Representative Deron Lozano, SVP Environmental & Project Development
Address 203 Colorado St.
City/State/Zip Austin/Texas/78701
Telephone (include area code) (512) 923-3257 Email Address: deron.lozano@atptx.org

III. PROJECT SPONSOR (IF DIFFERENT FROM OWNER)

Sponsor
Representative
Address

City/State/Zip
Telephone (include area code) Email Address

PROJECT INFORMATION

I. PRINCIPAL INVESTIGATOR (ARCHEOLOGIST)

Name Nadya Prociuk
Affiliation HDR Engineering, Inc.
Address 4401 West Gate Blvd, Suite 400
City/State/Zip Austin/TX/78745

Telephone (include area code) 512.701.5904 Email Address nadya.prociuk@hdrinc.com

(OVER)

ANTIQUITIES PERMIT APPLICATION FORM (CONTINUED)

II. PROJECT DESCRIPTION

Proposed Starting Date of Fieldwork May 1, 2024
Requested Permit Duration 5 Years 0 Months (1 year minimum)
Scope of Work (Provided an Outline of Proposed Work) See attached scope of work document.

III. CURATION & REPORT

Temporary Curatorial or Laboratory Facility HDR Engineering, Inc.
Permanent Curatorial Facility Center for Archaeological Research

IV. LAND OWNER'S CERTIFICATION

I, Deron Lozano, as legal representative of the Land Owner, Austin Transit Partnership, do certify that I have reviewed the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Owner, Sponsor, and Principal Investigator are responsible for completing the terms of the permit.

Signature  Date April 15, 2024

V. SPONSOR'S CERTIFICATION

I, _____, as legal representative of the Sponsor, _____, do certify that I have reviewed the plans and research design, and that no investigations will be performed prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Sponsor, Owner, and Principal Investigator are responsible for completing the terms of this permit.

Signature _____ Date _____

VI. INVESTIGATOR'S CERTIFICATION

I, Nadya Prociuk, as Principal Investigator employed by HDR Engineering, Inc. (Investigative Firm), do certify that I will execute this project according to the submitted plans and research design, and will not conduct any work prior to the issuance of a permit by the Texas Historical Commission. Furthermore, I understand that the Principal Investigator (and the Investigative Firm), as well as the Owner and Sponsor, are responsible for completing the terms of this permit.

Signature  Date April 16, 2024

Principal Investigator must attach a research design, a copy of the USGS quadrangle showing project boundaries, and any additional pertinent information. Curriculum vita must be on file with the Archeology Division.

FOR OFFICIAL USE ONLY

Reviewer _____ Date Permit Issues _____
Permit Number _____ Permit Expiration Date _____

Type of Permit _____ Date Received for Data Entry _____

Texas Historical Commission

Archeology Division

P.O. Box 12276, Austin, TX 78711-2276

Phone 512-463-6096

thc.texas.gov



TEXAS HISTORICAL COMMISSION
real places telling real stories

thc.texas.gov

TEXAS ANTIQUITIES COMMITTEE

Archeology Permit # 31726

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

Intensive Survey

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

Title: Austin Light Rail Phase I Project

County: Travis

Location: Austin, TX

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

Austin Transit Partnership

203 Colorado St.

Austin/Texas/78701

Sponsored by (hereafter known as the Sponsor):

Austin Transit Partnership

203 Colorado St.

Austin/Texas/78701

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

Nadya Prociuk

HDR

4401 W Gate Blvd Ste 400

Austin, TX 78745

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

5 Years and 0 Months

And will expire on:

4/23/2029

During the preservation, analysis, and preparation of a final report or until further notice by the Commission, artifacts, field notes, and other data gathered during the investigation will be kept temporarily at:

HDR Office

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

Center for Archaeological Research


Scope of Work under this permit shall consist of:

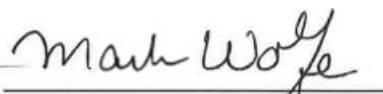
An intensive pedestrian archaeological survey that meets or exceeds the State Archeological Survey Standards for Texas. This includes subsurface shovel testing of pedestrian survey transects and mechanical testing in appropriate alluvial areas. For details, see scope of work submitted with permit application.

This permit is granted on the following terms and conditions:

1. This project must be carried out in such a manner that the maximum amount of historic, scientific, archeological, and educational information will be recovered and preserved and must include the scientific, techniques for recovery, recording, preservation and analysis commonly used in archeological investigations. All survey level investigations must follow the state survey standards and the THC survey requirements established with the projects sponsor(s).
2. The Principal Investigator / Investigation Firm, serving for the Owner/ Permittee and / or the Project Sponsor, is responsible for insuring that specimens, samples, artifacts, materials and records that are collected as a result of this permit are appropriately cleaned, and cataloged for curation. These tasks will be accomplished at no charge to the Commission, and all specimens, artifacts, materials, samples, and original field notes, maps, drawings, and photographs resulting from the investigations remain the property of the State of Texas, or its political subdivision, and must be curated at a certified repository. Verification of curation by the repository is also required, and duplicate copies of any requested records shall be furnished to the Commission before any permit will be considered complete.
3. The Principal Investigator / Investigation Firm serving for the Owner/ Permittee, and / or the Project Sponsor is responsible for the publication of results of the investigations in a thorough technical report containing relevant descriptions, maps, documents, drawings, and photographs. A draft copy of the report must be submitted to the Commission for review and approval. Any changes to the draft report requested by the Commission must be made or addressed in the report, or under separate written response to the Commission. Once a draft has been approved by the Commission, one(1) printed, unbound copy and one bound copy of the final report containing at least one map with the plotted location of any and all sites recorded and two copies of the report in tagged PDF format shall be furnished to the commission. One PDF copy must include the plotted location of any and all sites recorded and the other should not include the site location data. An electronic copy of the completed Abstracts in Texas Contract Archeology Summary Form must also be submitted with the final report to the Commission.
4. If the Owner / Permittee, Project Sponsor or Principal Investigator / Investigation Firm fails to comply with any of the Commission's Rules of Practice and Procedure or with any of the specific terms of this permit, or fails to properly conduct or complete this project within the allotted time, the permit will fall into default status. A notification of Default status shall be sent to the Principal Investigator/ Investigation Firm and the Principal Investigator will not be eligible to be issued any new permits until such time that the conditions of this permit are complete or, if applicable, extended.
5. The Owner/ Permittee, Project Sponsor, and Principal Investigator/ Investigation Firm, in the conduct of the activities hereby authorizes, must comply with all laws, ordinances and regulations of the State of Texas and of its political subdivisions including, but not limited to, the Antiquities Code of Texas; they must conduct the investigation in such a manner as to afford protection to the rights of any and all lessees or easement holders or other persons having an interest in the property and they must return the property to its original condition insofar as possible, to leave it in a state which will not create hazard to life nor contribute to the deterioration of the site or adjacent lands by natural forces.
6. Any duly authorized and empowered representative of the Commission may, at any time, visit the site to inspect the fieldwork as well as the field records, materials, and specimens being recovered.
7. For reasons of site security associated with historical resources, the Project Sponsor(if not the Owner/ Permittee), Principal Investigator, Owner, and Investigation Firm shall not issue any press releases, or divulge to the news media, either directly or indirectly, information regarding the specific location of, or other information that might endanger those resources, or their associated artifacts without first consulting with the Commission and the State agency or political subdivision of the State that owns or controls the land where the resource has been discovered.
8. This permit may not be assigned by the Principal Investigator/ Investigation Firm, Owner / Permittee, or Project Sponsor in whole, or in part to any other individual, organization, or corporation not specifically mentioned in this permit without the written consent of the Commission.
9. Hold Harmless: The Owner/ Permittee hereby expressly releases the State and agrees that Owner / Permittee will hold harmless, indemnify, and defend(including reasonable attorney's fees and cost of litigation) the State, its officers, agents, and employees in their official and/or individual capacities from every liability, loss, or claim for damages to persons or property, direct or indirect of whatsoever nature arising out of, or in any way connected with, any of the activities covered under this permit. The provisions of this paragraph are solely for the benefit of the State and the Texas Historical Commission and are not intended to create or grant any rights, contractual or otherwise, to any other person or entity.
10. Addendum: The Owner/Permittee, Project Sponsor and Principal Investigator/Investigation Firm must abide by any addenda hereto attached.

Upon a finding that it is in the best interest of the State, this permit is issued on 4/23/2024


Brad Jones,
Archeology Division Director


Mark Wolfe,
Executive Director



September 12, 2024

Tiffany Osburn
Deputy State Archaeologist
Texas Historical Commission
P.O. Box 11276
Austin, Texas, 78711

Re: Proposed amendment of Texas Antiquities Permit No. 31726

Dear Ms. Osburn,

In April of 2024, HDR Engineering, Inc. (HDR), on behalf of Austin Transit Partnership (ATP), submitted an Antiquities Permit Application for an intensive archaeological survey in advance of the construction of the Austin Light Rail Phase 1 project in Travis County, Texas. Permit No. 31726 was issued on April 23, 2024. Since that time, changes in design have led to the adjustment of the proposed limits of construction and Area of Potential Effects (APE).

Several minor changes have been made throughout the APE with one significant change along Grove Road south of East Riverside Drive (**Figure 1 to Figure 5**). However, the majority of the APE has not changed. Approximately 10.7 acres (4.3 hectares) have been added outside of the previous APE and approximately 1.5 acres (0.6 hectares) have been removed from the previous APE. The current APE totals 307.31 acres (124.36 hectares).

HDR proposes to complete additional shovel testing in the area along Grove Road, indicated on **Figure 4**, where the updated APE passes through moderate probability areas (as indicated by the TxDOT Potential Archeological Liability Map data) outside of the previously surveyed corridor. These additional shovel tests will follow the methodology described in the previously approved April 2024 scope of work. HDR will submit a draft report to incorporate these changes and the results of the survey.

Summary

The proposed changes to the amended permit include several minor changes in areas not previously recommended for survey, and one significant change along Grove Road. HDR proposes to complete additional archaeological survey work, including shovel testing, in order to account for the proposed changes. A draft report will be submitted to the THC for review. We respectfully request your approval to address these proposed changes as presented above for the Austin Light Rail Phase 1 project.



Sincerely,

A handwritten signature in blue ink, appearing to read 'Nadya Prociuk', with a large, stylized flourish at the end.

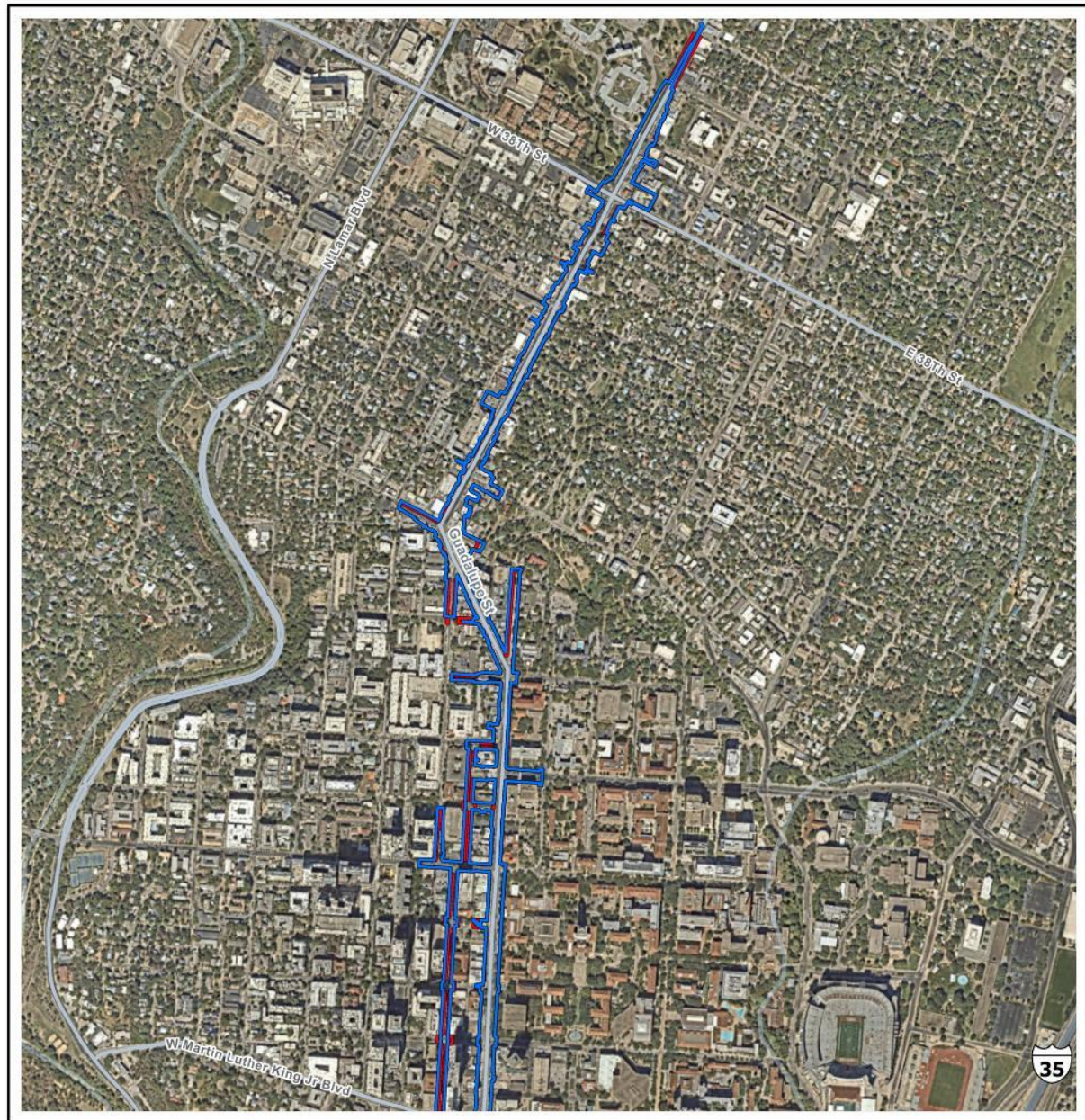
Nadya Prociuk

Principal Investigator

HDR Engineering, Inc.

Nadya.Prociuk@hdrinc.com

Figure 1. APE comparison.



Area of Potential Effect
Comparison
Sheet 1 of 5

- Proposed Shovel Test
- Current Area of Potential Effect
- Previous Area of Potential Effect

0 500 1,000
Feet



Source: Austin Transit Partnership 2024, Travis County, Texas

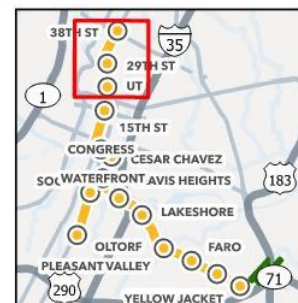
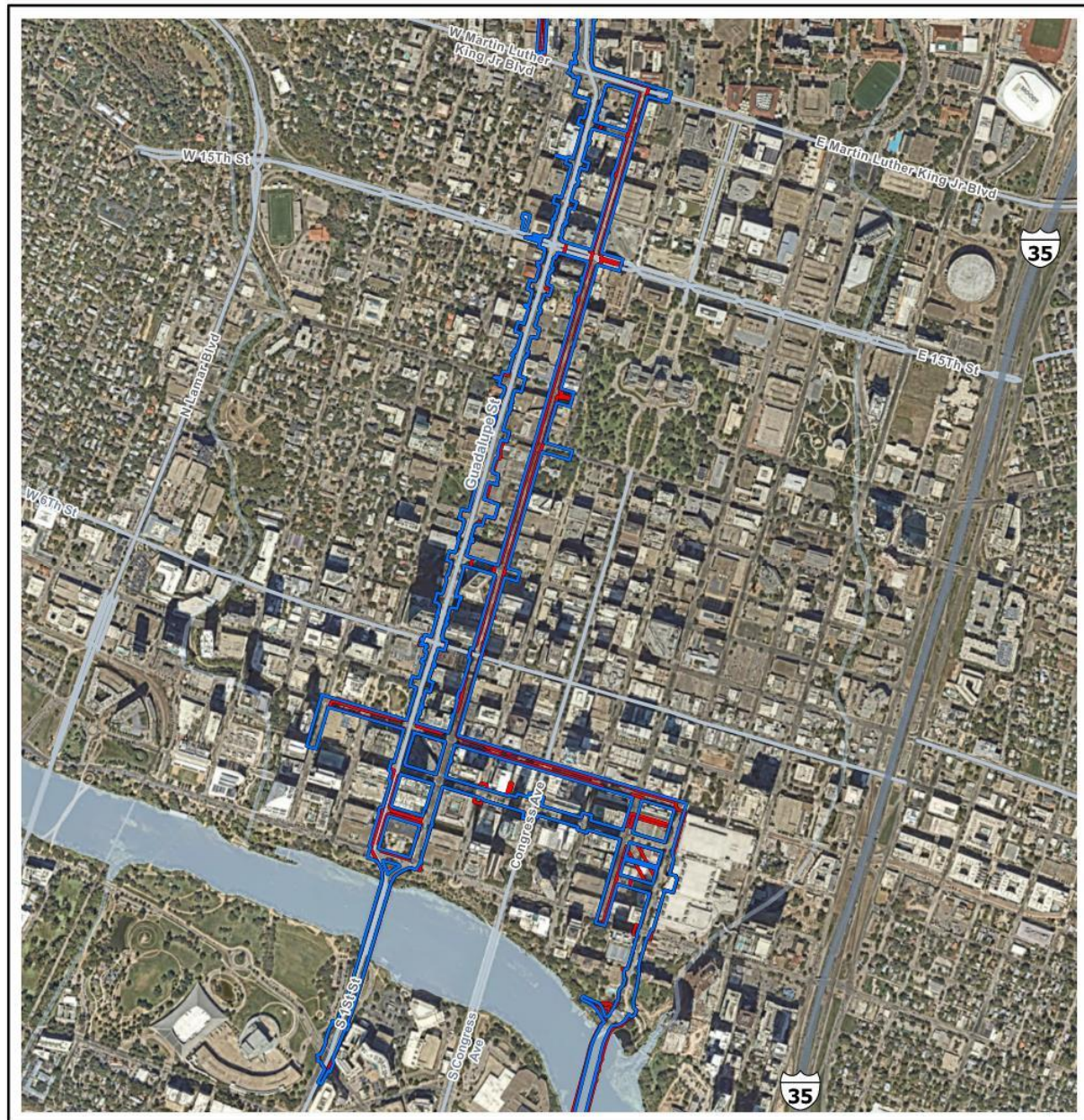


Figure 2. APE comparison.



Area of Potential Effect
Comparison
Sheet 2 of 5

- Proposed Shovel Test
- Current Area of Potential Effect
- Previous Area of Potential Effect

0 500 1,000
Feet



Source: Austin Transit Partnership 2024, Travis County, Texas

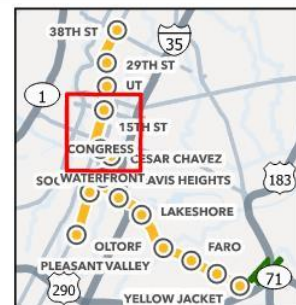


Figure 3. APE comparison.



Area of Potential Effect
Comparison
Sheet 3 of 5

- Proposed Shovel Test
- Current Area of Potential Effect
- Previous Area of Potential Effect

0 510 1,020
Feet



Source: Austin Transit Partnership 2024, Travis County, Texas

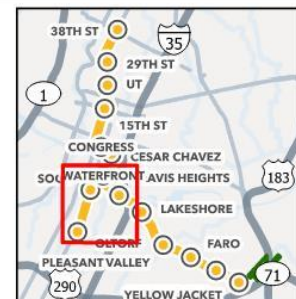


Figure 4. APE comparison and proposed additional shovel testing locations.

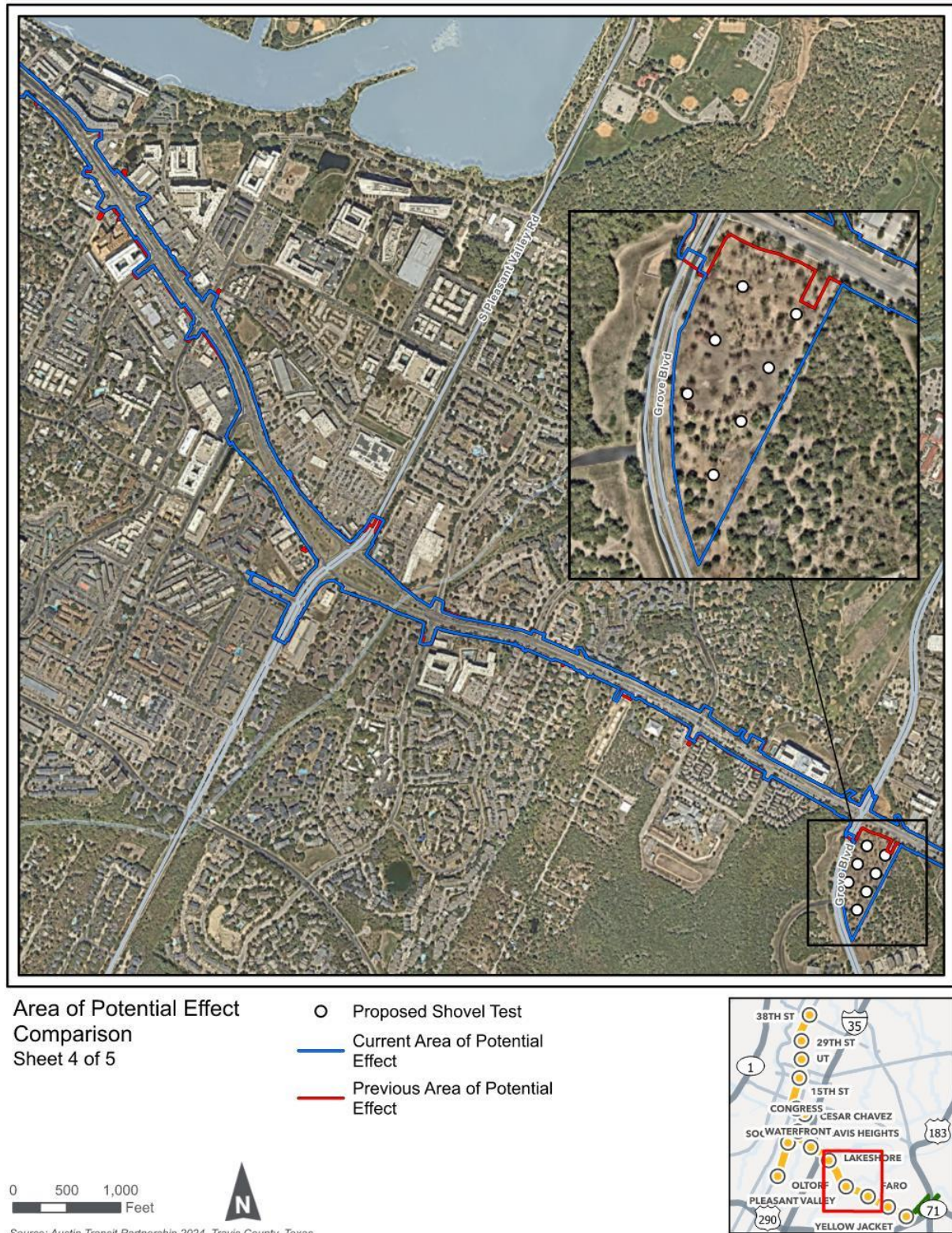


Figure 5. APE comparison.



Review Record

Track: 202500451

Received: 9/17/2024

Due: 9/17/2024

External Name:

Jurisdiction:

Project Name: Austin Light Rail Phase I Project

Description: Amendment Accepted for Permit 31726

Reviewers:

Agency:

2nd Agency:

Address:

City:

Zip:

County:

Other Counties:

TAC Permit: 31726

Submitter:

Submitter Email:

☐ **Mapped**

STATUS

Status: Online Permit

Responded: 9/17/2024

Parent:

Route Category:

Review Type:

SITES & STRUCTURES

Eligible Sites:

Ineligible Sites:

Undetermined Sites:

Eligible Structures

Ineligible Structures

Acres

FEDERAL INVOLVEMENT

Contact:

Permit:

Email:

STATE INVOLVEMENT

Owner:

Owner Email:

DESIGNATIONS

☐ **SAL** ☐ **NR** ☐ **NR District** ☐ **RTHL** ☐ **TXDot Review** ☐ **Underwater Review**

Client Notes:

Review Codes

T2 Written review



May 7, 2025

Tiffany Osburn
Deputy State Archaeologist
Texas Historical Commission
P.O. Box 11276
Austin, Texas, 78711

Re: Second proposed amendment of Texas Antiquities Permit No. 31726

Dear Ms. Osburn,

In April of 2024, HDR Engineering, Inc. (HDR), on behalf of Austin Transit Partnership (ATP), submitted an Antiquities Permit Application for an intensive archaeological survey in advance of the construction of the Austin Light Rail Phase 1 project in Travis County, Texas. Permit No. 31726 was issued on April 23, 2024. Following the completion of fieldwork from June to August of 2024, a draft archaeological survey report was submitted to the THC in September of 2024 and approved in October of 2024. In September of 2024, a permit amendment was submitted detailing changes to the limits of construction and Area of Potential Effects (APE), which was approved. Fieldwork for the September 2024 permit amendment was completed in November of 2024, and additional fieldwork was conducted in March of 2025 as new right-of-entry was obtained. Following the completion of fieldwork, additional changes in design have led to the adjustment of the proposed limits of construction and APE.

Several changes have been made throughout the APE (**Figure 1 to Figure 10**), including the addition of utility relocation areas within the road along Colorado Street, Congress Avenue, Brazos Street, and San Jacinto Boulevard to 5th Street (**Figure 4**). Additional changes include expanded areas overlapping Wooldridge Square Park and the Austin State Hospital (41TV2562) (**Figure 1 to Figure 10**). However, with the exception of the reduction of the limits of construction in some areas, the majority of the APE has not changed significantly. Approximately 16.3 acres (6.6 hectares) have been added outside of the previous APE and approximately 14.1 acres (5.7 hectares) have been removed from the previous APE. The current APE totals 309.5 acres (125.2 hectares), increasing in area by 2.19 acres (0.84 hectares) from the previous APE which totaled 307.31 acres (124.36 hectares).

HDR proposes adding two additional monitoring areas, indicated on **Figures 1 and 3**, where the updated APE overlaps with the Austin State Hospital (41TV2562) and Wooldridge Square Park, a State Antiquities Landmark and National Register of Historic Places district, outside of the previously surveyed corridor. These additional monitoring areas will follow the methodology described in the previously approved October 2024 scope of work. No work is proposed for the utility relocation areas as they are within previously existing utility corridors beneath paved roads. Additional locations of APE expansion are within areas where no further work is



recommended. HDR will submit a revised draft report to incorporate these changes and the updated results of the 2024 survey.

Summary

The proposed changes to permit no. 31726 include updating the APE to reflect several minor changes in areas not previously recommended for survey. HDR further proposes to add or expand monitoring areas adjacent to Wooldridge Square Park and the Austin State Hospital (41TV2562). A revised draft report will be submitted to the THC for review. We respectfully request your approval to address these proposed changes as presented above for the Austin Light Rail Phase 1 project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'N. Prociuk', with a stylized flourish at the end.

Nadya Prociuk

Principal Investigator

HDR Engineering, Inc.

Nadya.Prociuk@hdrinc.com

Figure 1. APE comparison and proposed additional monitoring area.

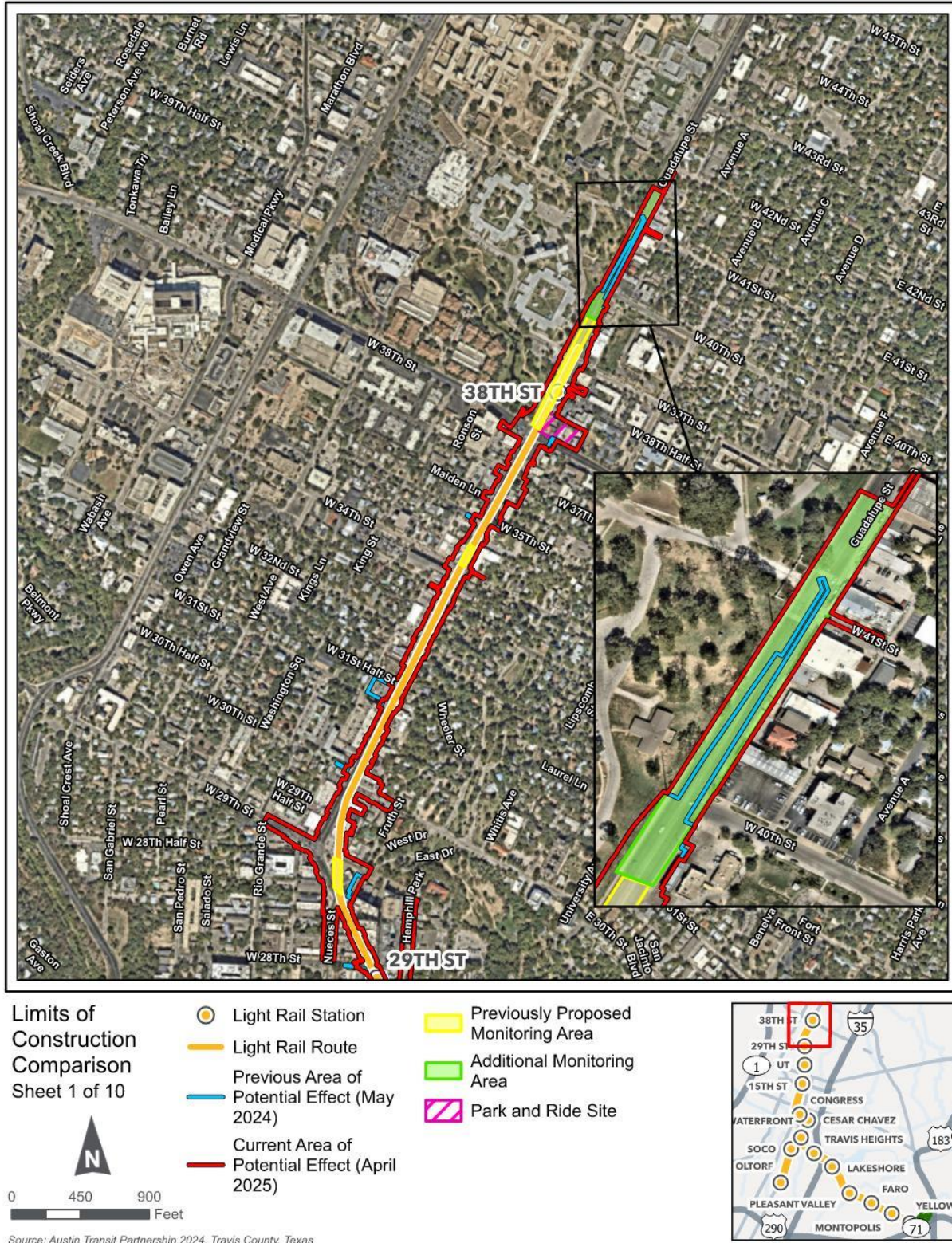


Figure 2. APE comparison.

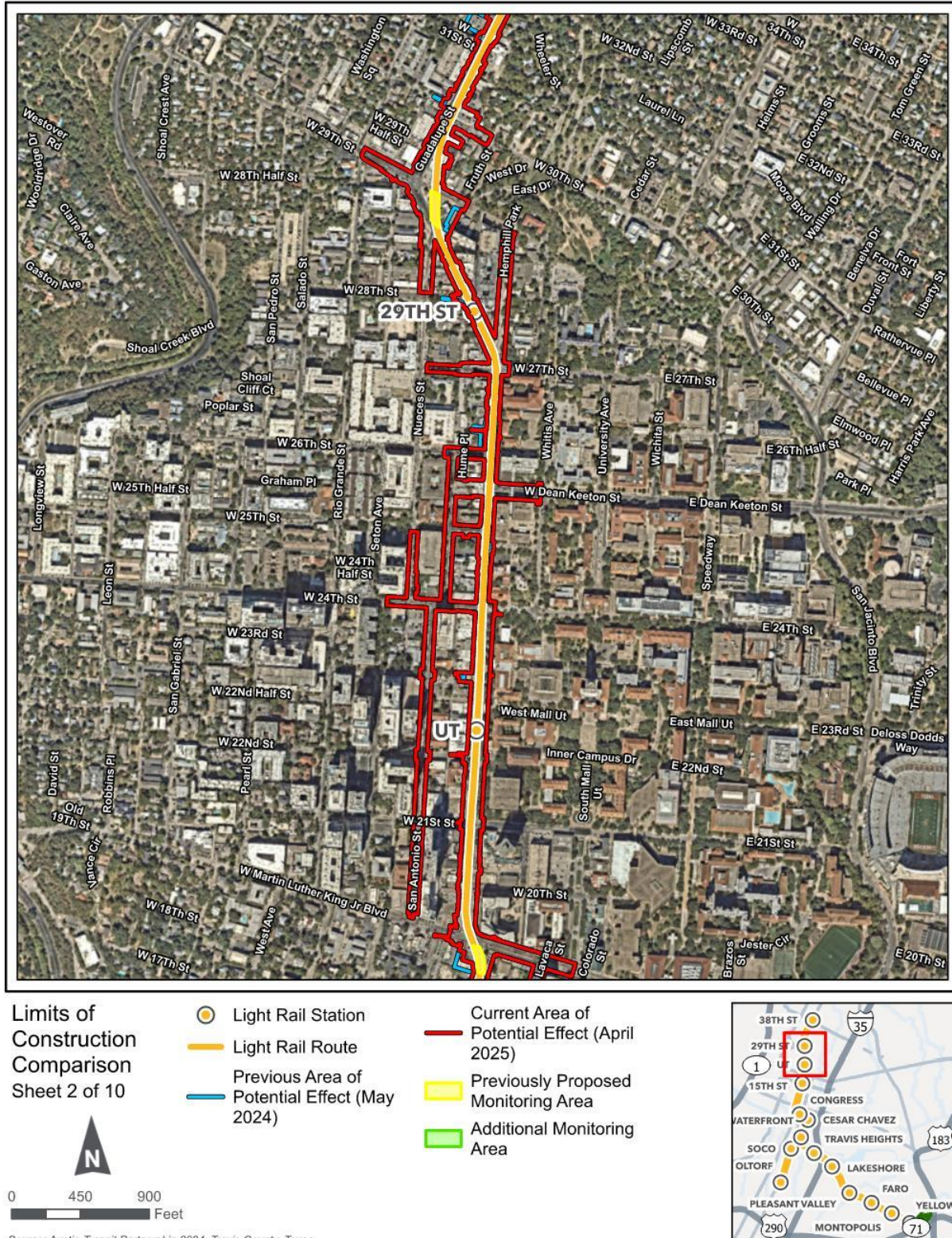


Figure 3. APE comparison and proposed additional monitoring area.

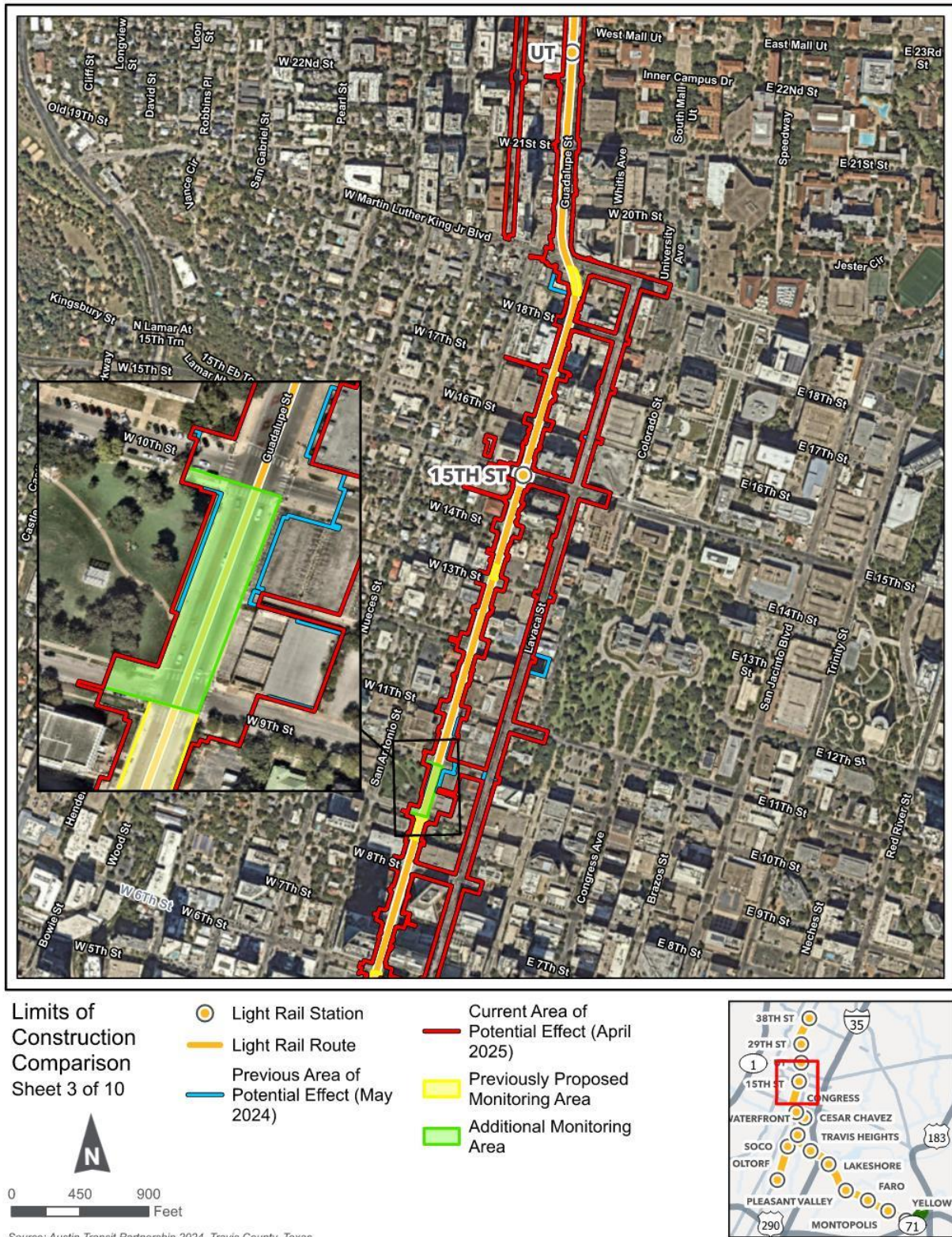
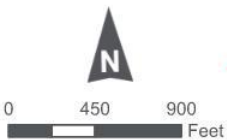


Figure 6. APE comparison.



Limits of
Construction
Comparison
Sheet 6 of 10



Source: Austin Transit Partnership 2024, Travis County, Texas

- Light Rail Station
- Light Rail Route
- Previous Area of Potential Effect (May 2024)
- Current Area of Potential Effect (April 2025)
- Previously Proposed Monitoring Area
- Additional Monitoring Area
- Park and Ride Site

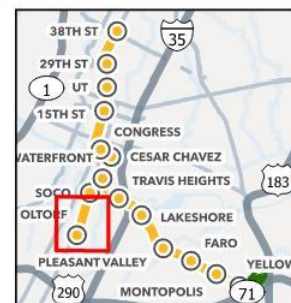
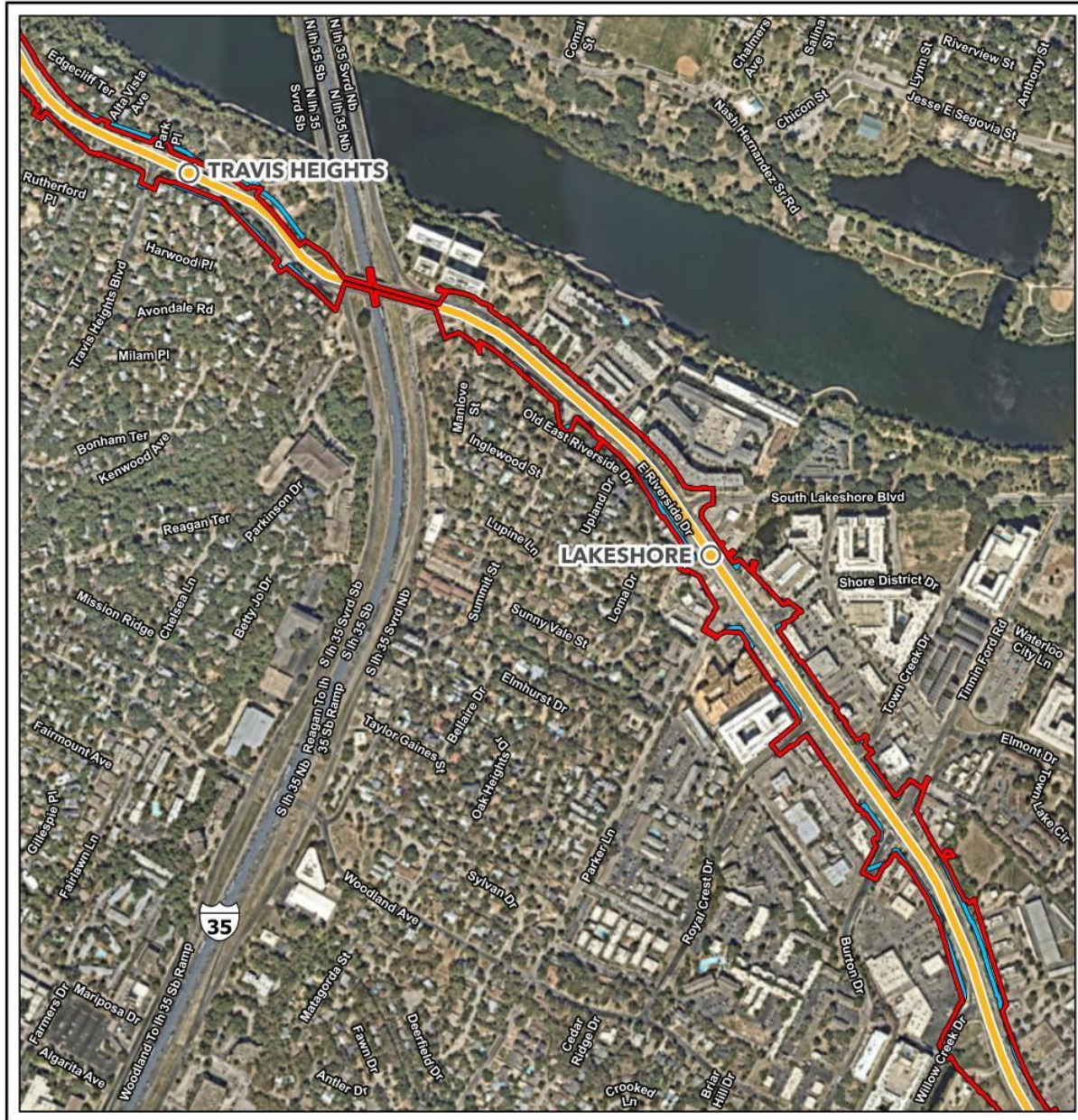
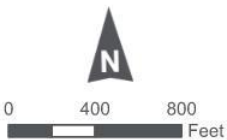


Figure 7. APE comparison.



Limits of
Construction
Comparison
Sheet 7 of 10



Source: Austin Transit Partnership 2024, Travis County, Texas

- Light Rail Station
- Light Rail Route
- Previous Area of Potential Effect (May 2024)
- Current Area of Potential Effect (April 2025)
- Previously Proposed Monitoring Area
- Additional Monitoring Area

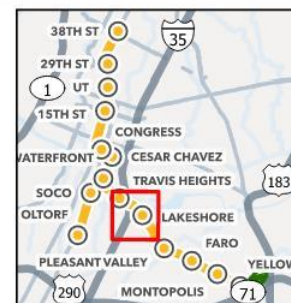


Figure 8. APE comparison.

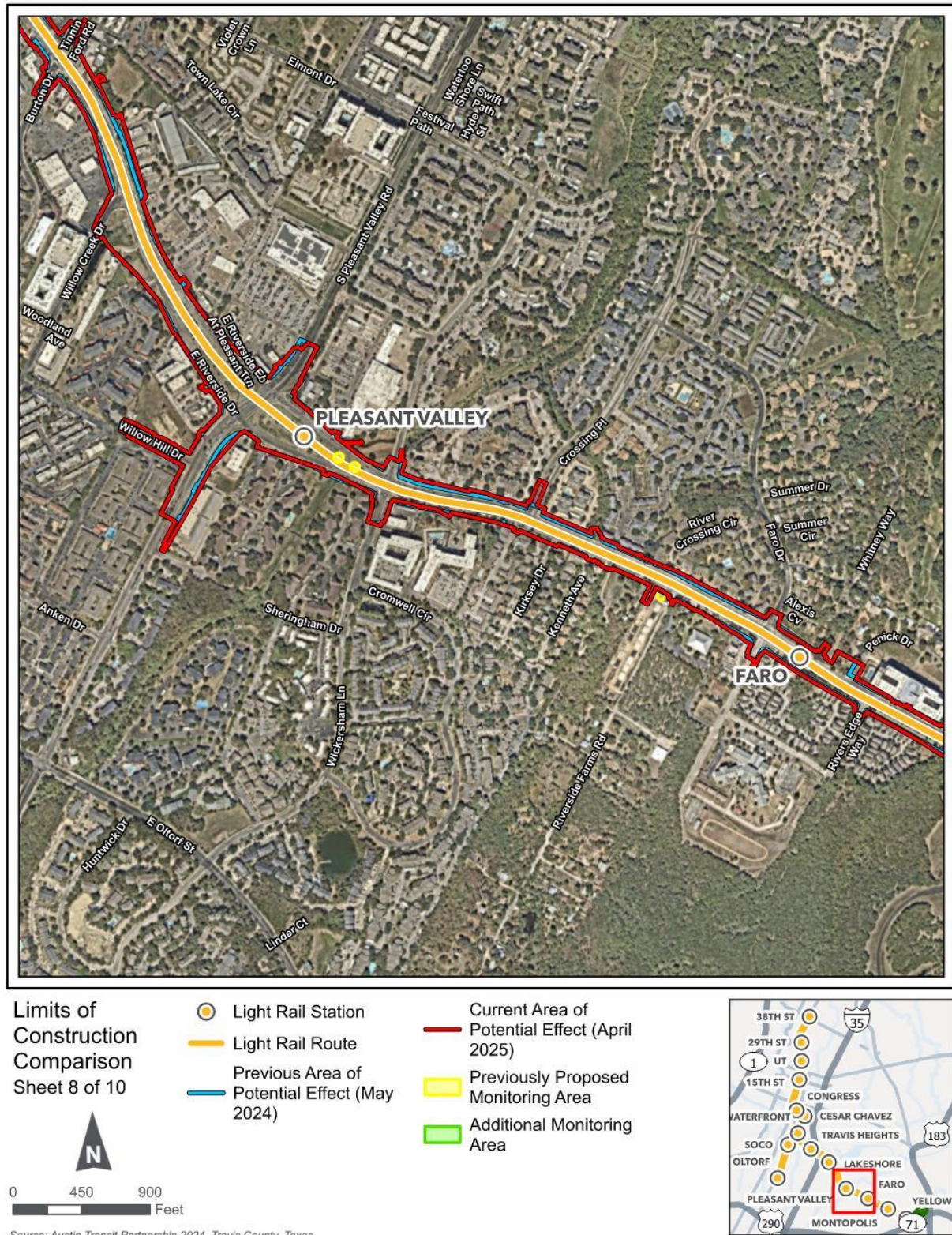
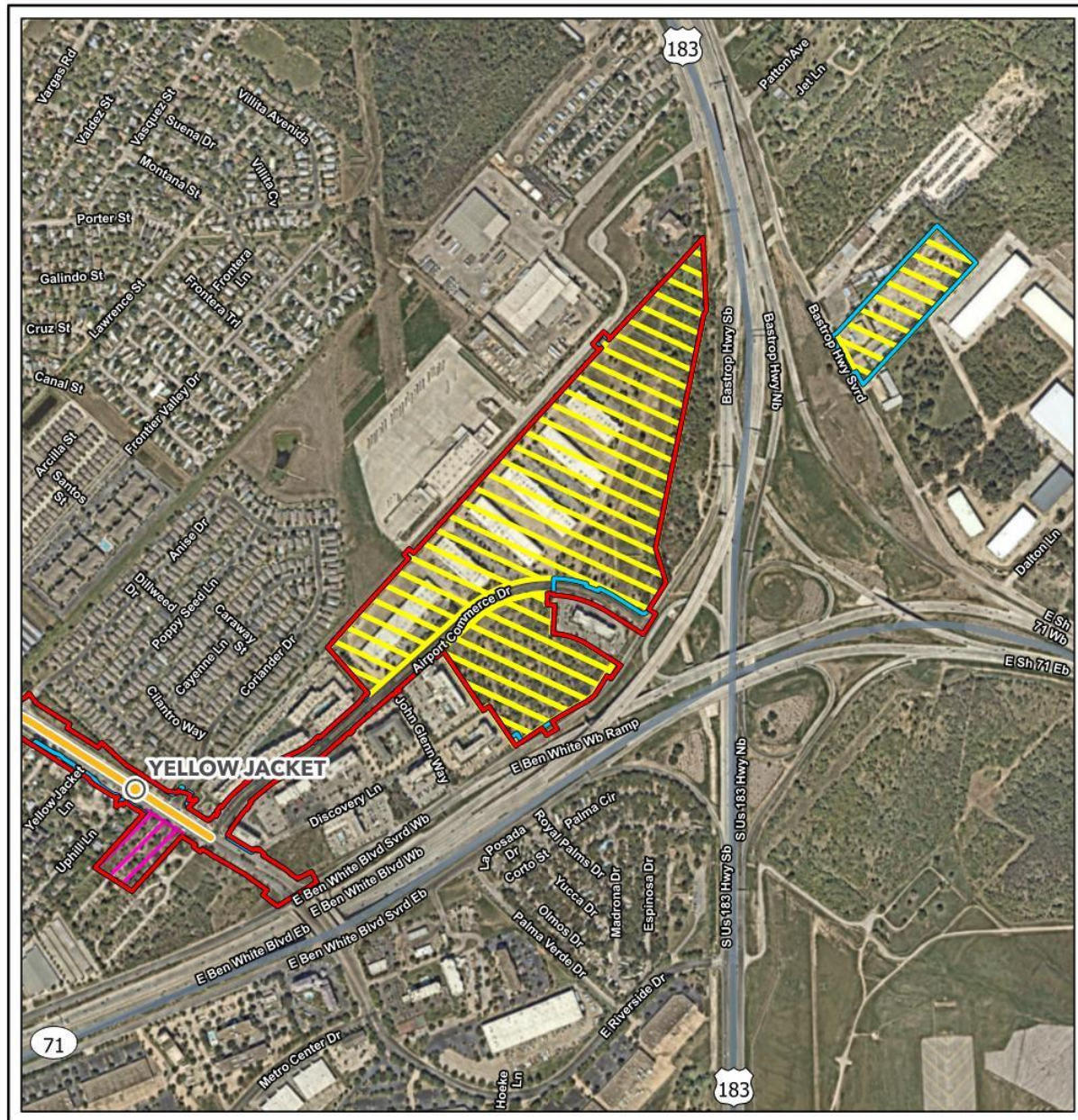
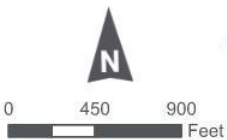


Figure 10. APE comparison.



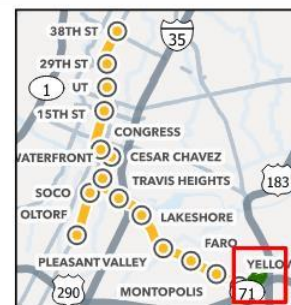
Limits of
Construction
Comparison
Sheet 10 of 10



Source: Austin Transit Partnership 2024, Travis County, Texas

- Light Rail Station
- Light Rail Route
- Operations & Maintenance Facility
- Previous Area of Potential Effect (May 2024)

- Current Area of Potential Effect (April 2025)
- Previously Proposed Monitoring Area
- Additional Monitoring Area
- Park and Ride Site



From: noresponse@thc.state.tx.us
To: [Prociuk, Nadya](#); tiffany.osburn@thc.texas.gov; reviews@thc.state.tx.us; ryann.ramirez@thc.texas.gov
Subject: Amendment Response for Permit #31726
Date: Tuesday, May 13, 2025 11:06:38 AM

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Amendment for Permit for 31726

Amendment 2406 for Permit for 31726

Dear Nadya Prociuk:

Your amendment for Permit 31726 has been approved by Tiffany Osburn on 5/13/2025 11:06:18 AM.

Amendment Details: An updated APE is provided based on recent design changes and two additional monitoring areas are proposed.

Sincerely,



From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Thursday, July 31, 2025 12:08 PM
To: Prociuk, Nadya <Nadya.Prociuk@hdrinc.com>; reviews@thc.state.tx.us
Subject: Austin Light Rail Phase I Project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



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

THC Tracking #202512114

Date: 07/31/2025

Austin Light Rail Phase I Project (Permit 31726)

Downtown Austin

Austin, TX

Description: The Austin Transit Partnership is proposing to build a light rail transit branched line extending north, south, and east of downtown Austin, Texas.

Dear Nadya Prociuk:

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 Tiffany Osburn, Justin Kockritz and Alexander Shane, has completed its review and has made the following determinations based on the information submitted for review:

Archeology Comments

- THC/SHPO concurs with information provided.

We have the following comments: We concur that the surveyed portion of site 41TV2562 overlapping the APE does not retain eligibility due to disturbance and lack of intact archeological deposits, we agree with monitoring this portion of the APE. The remainder of site 41TV2562 outside the APE remains eligible for listing on the National Register as well as State Antiquities Landmark designation. Further, we concur that site 41TV2620 is not eligible for listing in the NRHP under Criteria A through D or as an SAL due to lack of significance. We concur that no further work is needed and no historic properties will be affected within the areas surveyed as of this July 2025 report. We understand that survey will continue in additional areas as rights of entry are obtained and construction monitoring will proceed in the areas specified in Appendix A, Figure A-30 through Figure A-34 of this report.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this 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:
tiffany.osburn@thc.texas.gov, justin.kockritz@thc.texas.gov, Alexander.Shane@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 Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>
Sent: Thursday, August 7, 2025 5:57 AM
To: Prociuk, Nadya <Nadya.Prociuk@hdrinc.com>; reviews@thc.state.tx.us
Subject: Austin Light Rail Phase I Project

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.



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

THC Tracking #202512117

Date: 08/07/2025

Austin Light Rail Phase I Project
Downtown Austin
Austin, TX

Description: The Austin Transit Partnership proposes to build a light rail transit branched line extending north, south, and east of downtown Austin, Texas.

Dear Nadya Prociuk:

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 Justin Kockritz and Alexander Shane, 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.
- THC/SHPO unable to complete review at this time based on insufficient documentation. A supplemental review must be submitted, and the 30-day review period will begin upon receipt of adequate documentation.

We have the following comments: The THC History Programs Division staff, led by Justin Kockritz, has completed its review of the Draft Built Environment Survey Report (dated June 2025), which includes several small modifications to the project's Area of Potential Effect (APE). THC concurs with your determinations of National Register eligibility as summarized in Table 5 of the report. THC concurs that within the modified APE, the West Downtown Austin Historic District is listed in the National Register of Historic Places and includes newly surveyed Resource #120 (Myrick Mansion, 408 West 14th Street) and Resource #121 (1402 San Antonio Street) as contributing resources and that newly surveyed Resource #124 (Antone's Nightclub, 305 East 5th Street) is eligible for listing in the National Register of Historic Places under Criteria A and C. Finally, based on all available information, and barring any additional information from other consulting parties, THC concurs that the remaining eight historic-age properties within the modified APE are not eligible for listing in the National Register. The Division of Architecture Review Staff, led by Alexander Shane, has reviewed the submitted project information. Our office wants to applaud the Austin Transit Partnership and the Federal Transit Administration for adopting some of the avoidances proposed from previous consultations. Unfortunately, we are still unable to fully understand the full dimensions, including height, for the built infrastructure proposed at each station. We understand the project is in Phase 1 and future design documents have yet to be created. Therefore, the Review Staff recommends the creation of a project-specific Programmatic Agreement per 36 CFR § 800.14(b)(1)(ii). The project-specific Programmatic Agreement will assist the project from the current phase through completion. We look forward to meeting with Austin Transit Partnership and the Federal Transit Administration to discuss the content of the Programmatic Agreement.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If 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, Alexander.Shane@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 Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

Austin Light Rail Programmatic Agreement

From noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Date Sat 9/20/2025 10:55 AM

To Hartsfield, Shelley <shelley.hartsfield@aecom.com>; reviews@thc.state.tx.us <reviews@thc.state.tx.us>

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

THC Tracking #202513798

Date: 09/20/2025

Austin Light Rail Programmatic Agreement

Austin, Travis County

Austin, TX

Description: The project is a 9.8-mile light rail transit line extending north, south, and east of downtown Austin.

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.

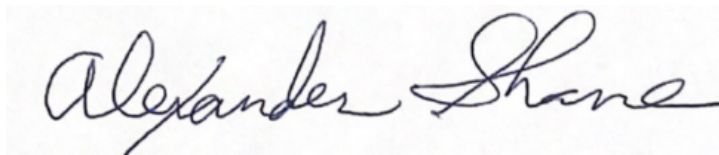
The review staff, led by Elizabeth Brummett, Tiffany Osburn, Justin Kockritz, Marie Archambeault, Emily Dylla, Alexander Shane and Brad Patterson, has completed its review and has made the following determinations based on the information submitted for review:

We have the following comments: The Texas Historical Commission thanks the Federal Transportation Administration and Austin Transit Partnership for the draft submission of the Programmatic Agreement for the Light Rail project. We look forward to reviewing the next draft. Our comments are very minor.

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:
elizabeth.brummett@thc.texas.gov, tiffany.osburn@thc.texas.gov, justin.kockritz@thc.texas.gov, marie.archambeault@thc.texas.gov, emily.dylla@thc.texas.gov, Alexander.Shane@thc.texas.gov, Brad.Patterson@thc.texas.gov.

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Sincerely,

A handwritten signature in dark ink, reading "Alexander Shane". The signature is written in a cursive, flowing style. The first name "Alexander" is written in a larger, more prominent script, and the last name "Shane" is written in a slightly smaller, more compact script. The signature is centered horizontally within the block.

for Joseph Bell, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.

Attachment 3 Tribal Coordination



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Delvin Johnson, Tribal Historic Preservation Officer
Alabama-Coushatta Tribe of Texas
571 State Park Rd. 56
Livingston, TX 77351

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Mr. Johnson:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

Project Description

FTA, as lead Federal agency, and Austin Transit Partnership (ATP), as project sponsor and joint lead agency, propose to build a 9.8-mile light rail transit (LRT) branched line extending north, south, and east of downtown Austin. You may recall that we reached out to you in 2021 for similar LRT projects, the Orange and Blue Lines, on behalf of the Capital Metropolitan Transportation Authority (CapMetro). Due to several reasons, we eventually stopped work on the CapMetro projects; however, the ATP Project combines elements of the original CapMetro Orange and Blue Lines into one new project.

Beginning at the intersection of Guadalupe and 38th Streets, the Project's alignment would extend southward past University of Texas-Austin and the Texas State Capitol. At the intersection of Guadalupe and 3rd Streets, the alignment would extend eastward on 3rd Street, cross Congress Avenue, and connect to Trinity Street. The alignment would turn southward on Trinity Street and cross Lady Bird Lake on a new LRT bridge. On the southern shore of Lady Bird Lake, the alignment would split into two branches. The southern branch of the split would cross East Bouldin Creek and extend southward on South Congress Avenue, with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the alignment would continue southeastward along East Riverside Drive with a terminus just west of State Highway (SH)-71 at the Yellow Jacket Station. Additional project elements include, but are not limited to, an Operations and Maintenance Facility and Park and Ride lots near the end-of-line stations (see Attachment 1).

The Project would result in the permanent conversion of current land uses to transportation use. The existing roadway right-of-way (ROW) widths within the corridor would be widened to accommodate the LRT guideway within the existing street, while maintaining traffic lanes and implementing the City of Austin's complete streets requirements per the Austin Strategic Mobility Plan for bike lanes, tree zones, sidewalks, and other amenities. Slivers of ROW would be required along the corridor and in the station and maintenance facility areas. Project-specific design options will be evaluated during the Project's environmental review process under the National Environmental Policy Act (NEPA).

Coordination with Other Reviews

As we did for CapMetro's Orange and Blue Lines, FTA will coordinate Section 106 compliance for the Project with our review under NEPA and other related reviews. In January of this year, we initiated our NEPA review by issuing a notice of intent to do an environmental impact statement for the Project. We plan for our public participation, analysis, and partner agency review to be scheduled in such a way that we can meet the purposes and requirements of both Section 106 and NEPA in a timely and efficient manner.

Government-to Government Consultation

FTA acknowledges the sovereign status of Indian tribes, and we value your participation in the Project. We are required to consult with Indian tribes on a government-to-government basis in recognition of the unique legal relationship between Federal and tribal governments, as set forth in the Constitution of the United States, treaties, statutes, court decisions, and executive orders and memoranda. **Please respond with your concerns of any traditional cultural or ancestral properties, sacred sites, or properties of religious or cultural significance that may be affected by the Project.**

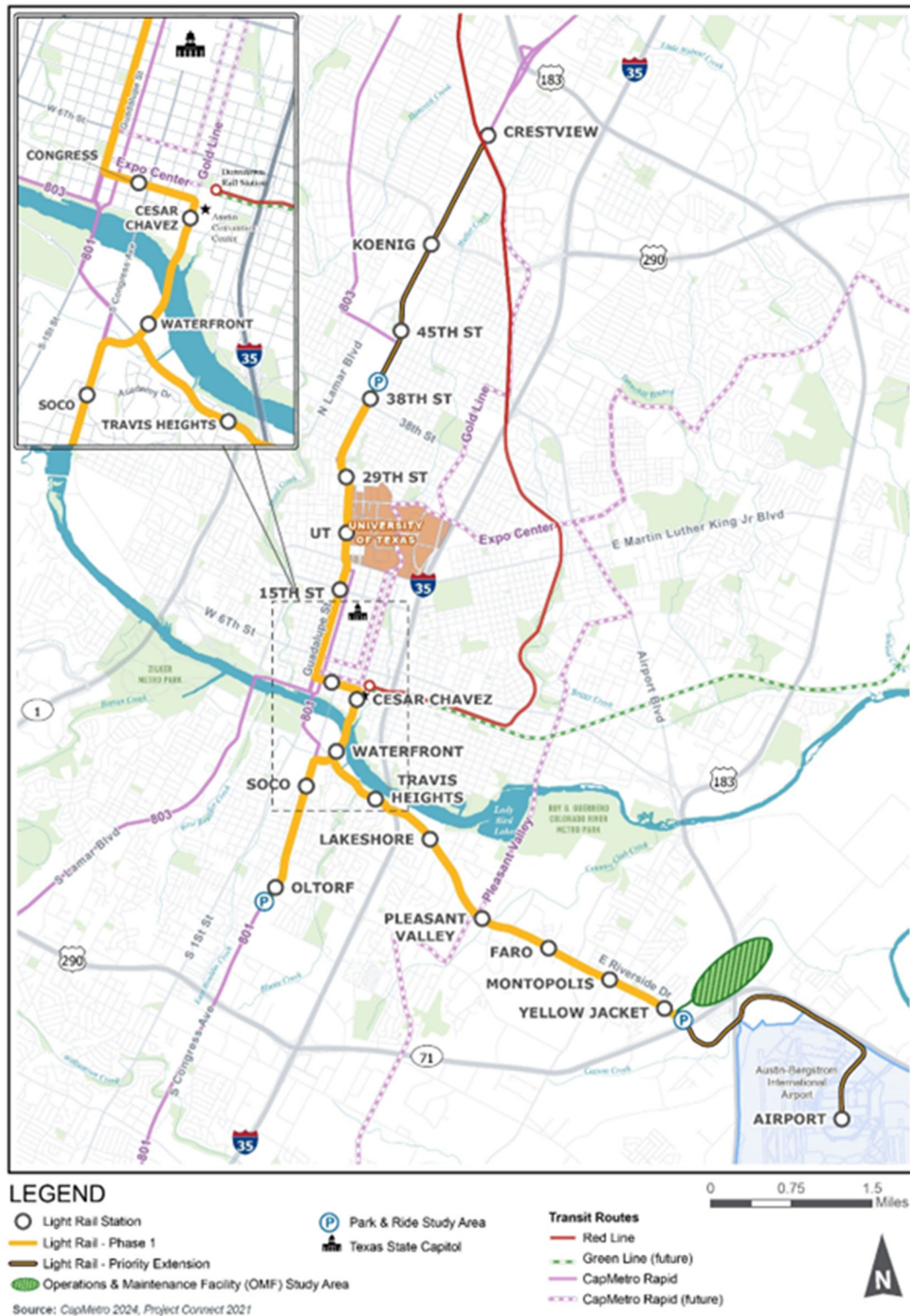
We look forward to working with you. If you are interested in continued consultation, please contact me via email at terence.plaskon@dot.gov or via phone at (817) 978-0573. If accepting our invitation, please identify an appropriate point-of-contact. Additional project information is posted at ATP's website at <https://www.atptx.org/about/light-rail/>. Thank you for your consideration.

Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

Attachment 1: Project Map





U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Durell Cooper, III, Chairman
Apache Tribe of Oklahoma
P.O. Box 1330
Anadarko, OK 73005

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Chairman Cooper:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

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Coordination with Other Reviews

As we did for CapMetro's Orange and Blue Lines, FTA will coordinate Section 106 compliance for the Project with our review under NEPA and other related reviews. In January of this year, we initiated our NEPA review by issuing a notice of intent to do an environmental impact statement for the Project. We plan for our public participation, analysis, and partner agency review to be scheduled in such a way that we can meet the purposes and requirements of both Section 106 and NEPA in a timely and efficient manner.

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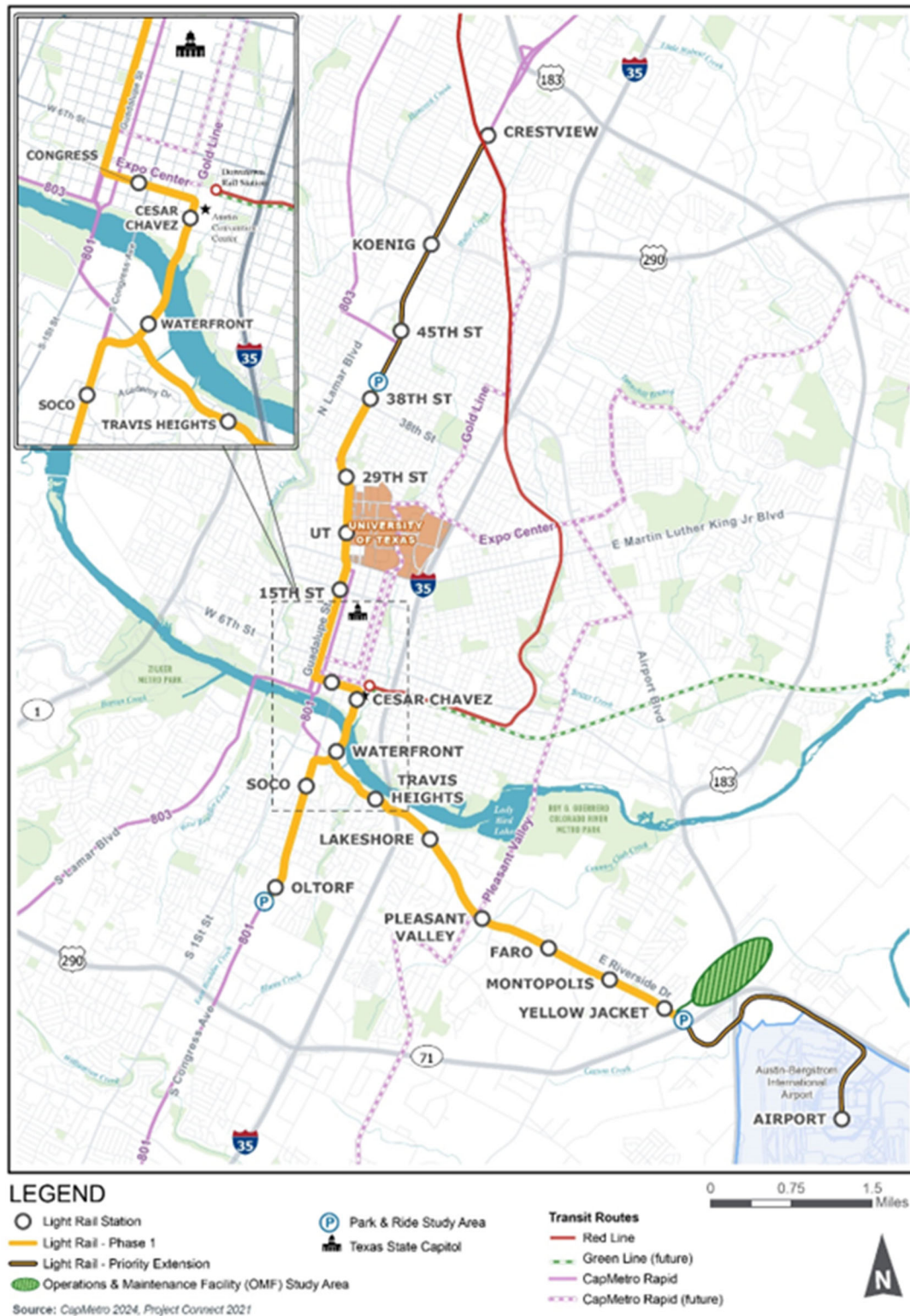
We look forward to working with you. If you are interested in continued consultation, please contact me via email at terence.plaskon@dot.gov or via phone at (817) 978-0573. If accepting our invitation, please identify an appropriate point-of-contact. Additional project information is posted at ATP's website at <https://www.atptx.org/about/light-rail/>. Thank you for your consideration.

Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

Attachment 1: Project Map





U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Martina Minthorn, Tribal Historic Preservation Officer
Comanche Nation, Oklahoma
P.O. Box 908
Lawton, OK 73502

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Ms. Minthorn:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

Project Description

FTA, as lead Federal agency, and Austin Transit Partnership (ATP), as project sponsor and joint lead agency, propose to build a 9.8-mile light rail transit (LRT) branched line extending north, south, and east of downtown Austin. You may recall that we reached out to you in 2021 for similar LRT projects, the Orange and Blue Lines, on behalf of the Capital Metropolitan Transportation Authority (CapMetro). Due to several reasons, we eventually stopped work on the CapMetro projects; however, the ATP Project combines elements of the original CapMetro Orange and Blue Lines into one new project.

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Coordination with Other Reviews

As we did for CapMetro's Orange and Blue Lines, FTA will coordinate Section 106 compliance for the Project with our review under NEPA and other related reviews. In January of this year, we initiated our NEPA review by issuing a notice of intent to do an environmental impact statement for the Project. We plan for our public participation, analysis, and partner agency review to be scheduled in such a way that we can meet the purposes and requirements of both Section 106 and NEPA in a timely and efficient manner.

Government-to Government Consultation

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We look forward to working with you. If you are interested in continued consultation, please contact me via email at terence.plaskon@dot.gov or via phone at (817) 978-0573. If accepting our invitation, please identify an appropriate point-of-contact. Additional project information is posted at ATP's website at <https://www.atptx.org/about/light-rail/>. Thank you for your consideration.

Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

LEGEND

- Light Rail Station
- Light Rail - Phase 1
- Light Rail - Priority Extension
- Operations & Maintenance Facility (OMF) Study Area
- Ⓟ Park & Ride Study Area
- ⛳ Texas State Capitol

Transit Routes

- Red Line
- Green Line (future)
- CapMetro Rapid
- CapMetro Rapid (future)

Source: CapMetro 2024, Project Connect 2021



U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Dakota John, Tribal Historic Preservation Officer
Coushatta Tribe of Louisiana
P.O. Box 10
Elton, LA 70532

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Mr. John:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

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Coordination with Other Reviews

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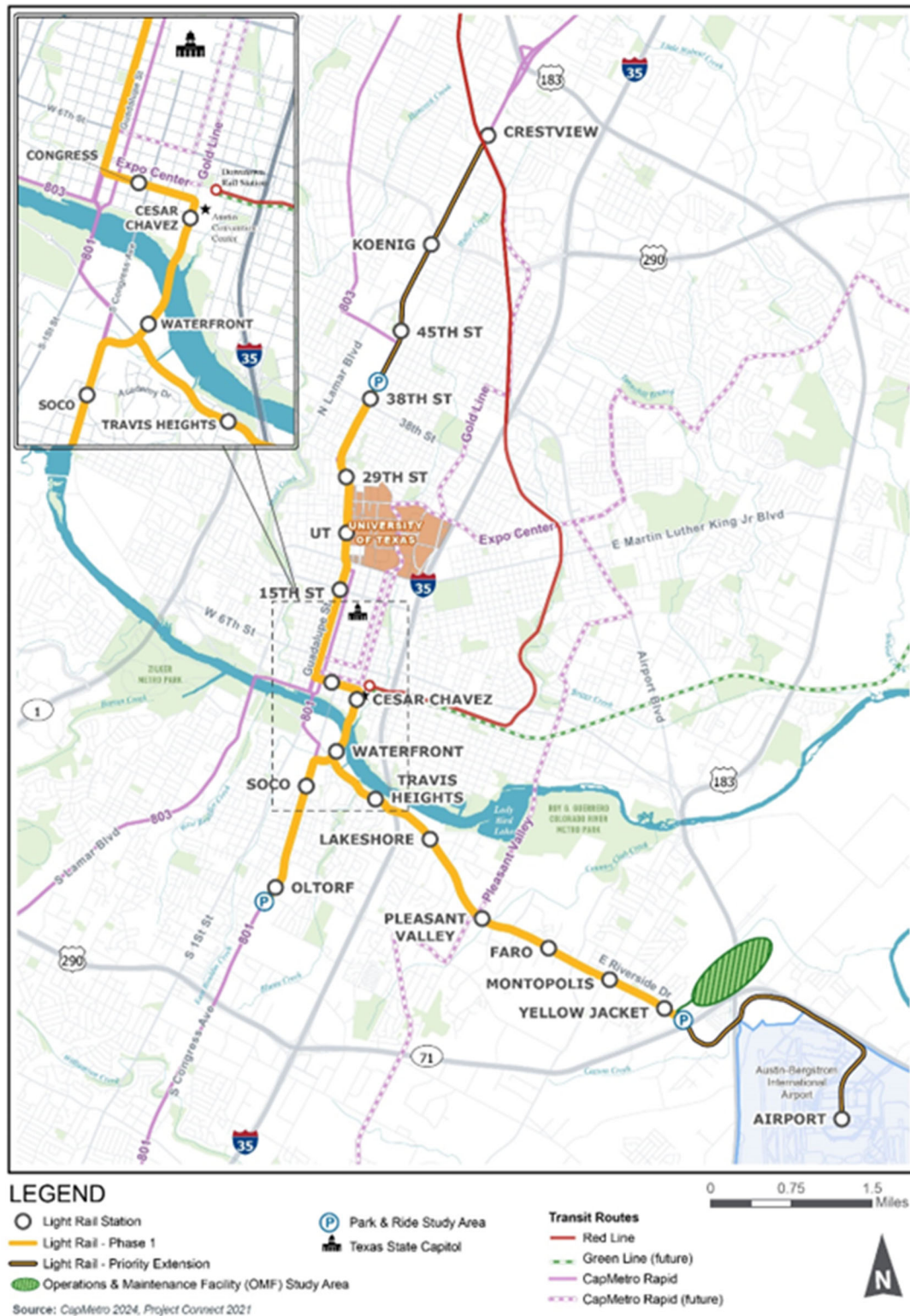
We look forward to working with you. If you are interested in continued consultation, please contact me via email at terence.plaskon@dot.gov or via phone at (817) 978-0573. If accepting our invitation, please identify an appropriate point-of-contact. Additional project information is posted at ATP's website at <https://www.atptx.org/about/light-rail/>. Thank you for your consideration.

Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

Attachment 1: Project Map





U.S. Department
of Transportation

**Federal Transit
Administration**

REGION VI
Arkansas, Louisiana,
New Mexico, Oklahoma,
Texas

819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Lauren Norman-Brown, Tribal Historic Preservation Officer
Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Rd.
Tonkawa, OK 74653

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Ms. Norman-Brown:

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 **Austin Light Rail Phase 1 Project** (the Project) in Austin, 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.

Project Description

FTA, as lead Federal agency, and Austin Transit Partnership (ATP), as project sponsor and joint lead agency, propose to build a 9.8-mile light rail transit (LRT) branched line extending north, south, and east of downtown Austin. You may recall that we reached out to you in 2021 for similar LRT projects, the Orange and Blue Lines, on behalf of the Capital Metropolitan Transportation Authority (CapMetro). Due to several reasons, we eventually stopped work on the CapMetro projects; however, the ATP Project combines elements of the original CapMetro Orange and Blue Lines into one new project.

Beginning at the intersection of Guadalupe and 38th Streets, the Project's alignment would extend southward past University of Texas-Austin and the Texas State Capitol. At the intersection of Guadalupe and 3rd Streets, the alignment would extend eastward on 3rd Street, cross Congress Avenue, and connect to Trinity Street. The alignment would turn southward on Trinity Street and cross Lady Bird Lake on a new LRT bridge. On the southern shore of Lady Bird Lake, the alignment would split into two branches. The southern branch of the split would cross East Bouldin Creek and extend southward on South Congress Avenue, with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the alignment would continue southeastward along East Riverside Drive with a terminus just west of State Highway (SH)-71 at the Yellow Jacket Station. Additional project elements include, but are not limited to, an Operations and Maintenance Facility and Park and Ride lots near the end-of-line stations (see Attachment 1).

The Project would result in the permanent conversion of current land uses to transportation use. The existing roadway right-of-way (ROW) widths within the corridor would be widened to accommodate the LRT guideway within the existing street, while maintaining traffic lanes and implementing the City of Austin's complete streets requirements per the Austin Strategic Mobility Plan for bike lanes, tree zones, sidewalks, and other amenities. Slivers of ROW would be required along the corridor and in the station and maintenance facility areas. Project-specific design options will be evaluated during the Project's environmental review process under the National Environmental Policy Act (NEPA).

Coordination with Other Reviews

As we did for CapMetro's Orange and Blue Lines, FTA will coordinate Section 106 compliance for the Project with our review under NEPA and other related reviews. In January of this year, we initiated our NEPA review by issuing a notice of intent to do an environmental impact statement for the Project. We plan for our public participation, analysis, and partner agency review to be scheduled in such a way that we can meet the purposes and requirements of both Section 106 and NEPA in a timely and efficient manner.

Government-to Government Consultation

FTA acknowledges the sovereign status of Indian tribes, and we value your participation in the Project. We are required to consult with Indian tribes on a government-to-government basis in recognition of the unique legal relationship between Federal and tribal governments, as set forth in the Constitution of the United States, treaties, statutes, court decisions, and executive orders and memoranda. **Please respond with your concerns of any traditional cultural or ancestral properties, sacred sites, or properties of religious or cultural significance that may be affected by the Project.**

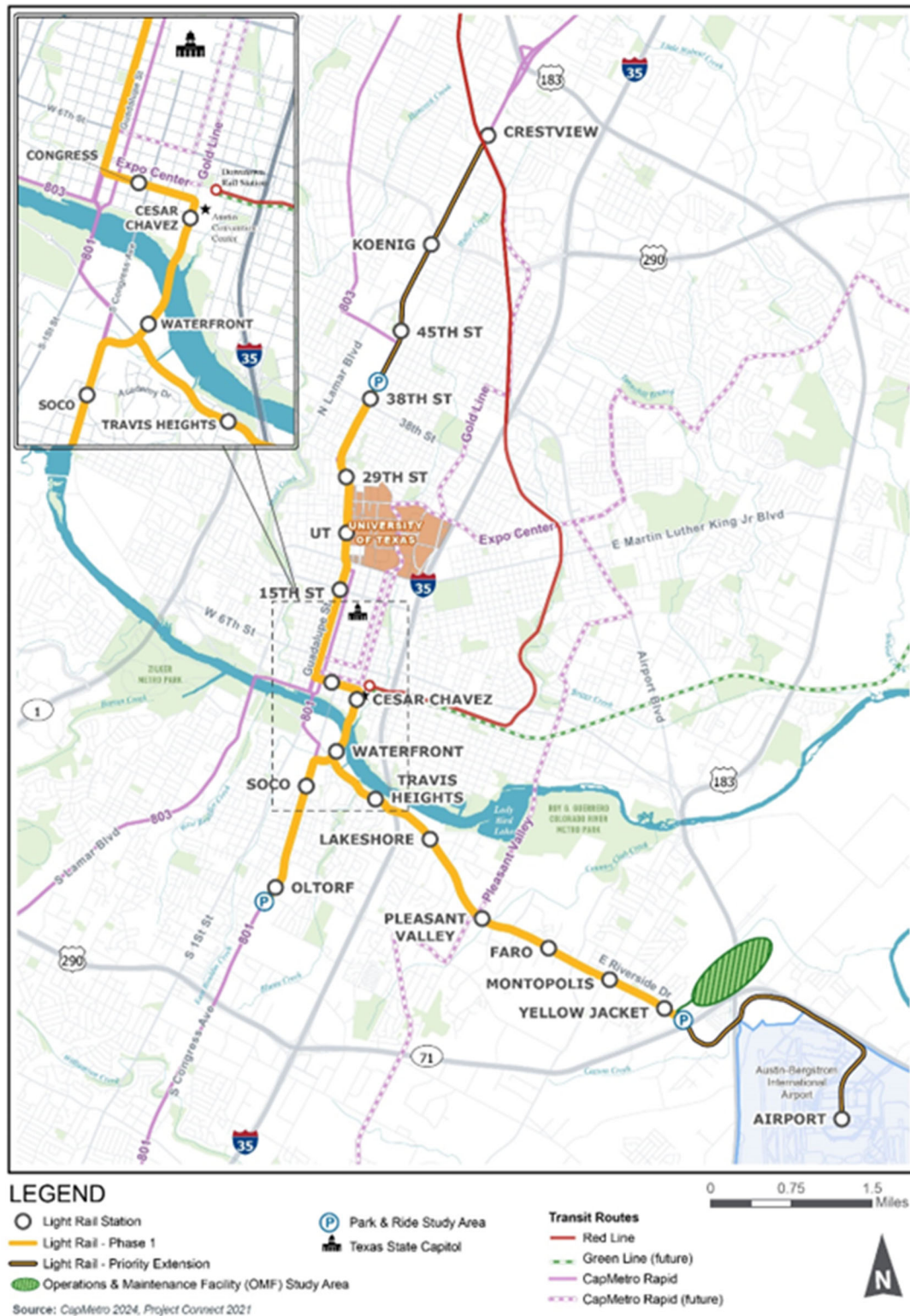
We look forward to working with you. If you are interested in continued consultation, please contact me via email at terence.plaskon@dot.gov or via phone at (817) 978-0573. If accepting our invitation, please identify an appropriate point-of-contact. Additional project information is posted at ATP's website at <https://www.atptx.org/about/light-rail/>. Thank you for your consideration.

Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

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of Transportation

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819 Taylor St. Suite 14A02
Fort Worth, TX 76102
(817) 978-0550
(817) 978-0575 (fax)

May 10, 2024

Robin Williams, Tribal Historic Preservation Officer
Wichita and Affiliated Tribes, Oklahoma
P.O. Box 729
Anadarko, OK 73005

RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project in Austin, Travis County, Texas

Dear Ms. Williams:

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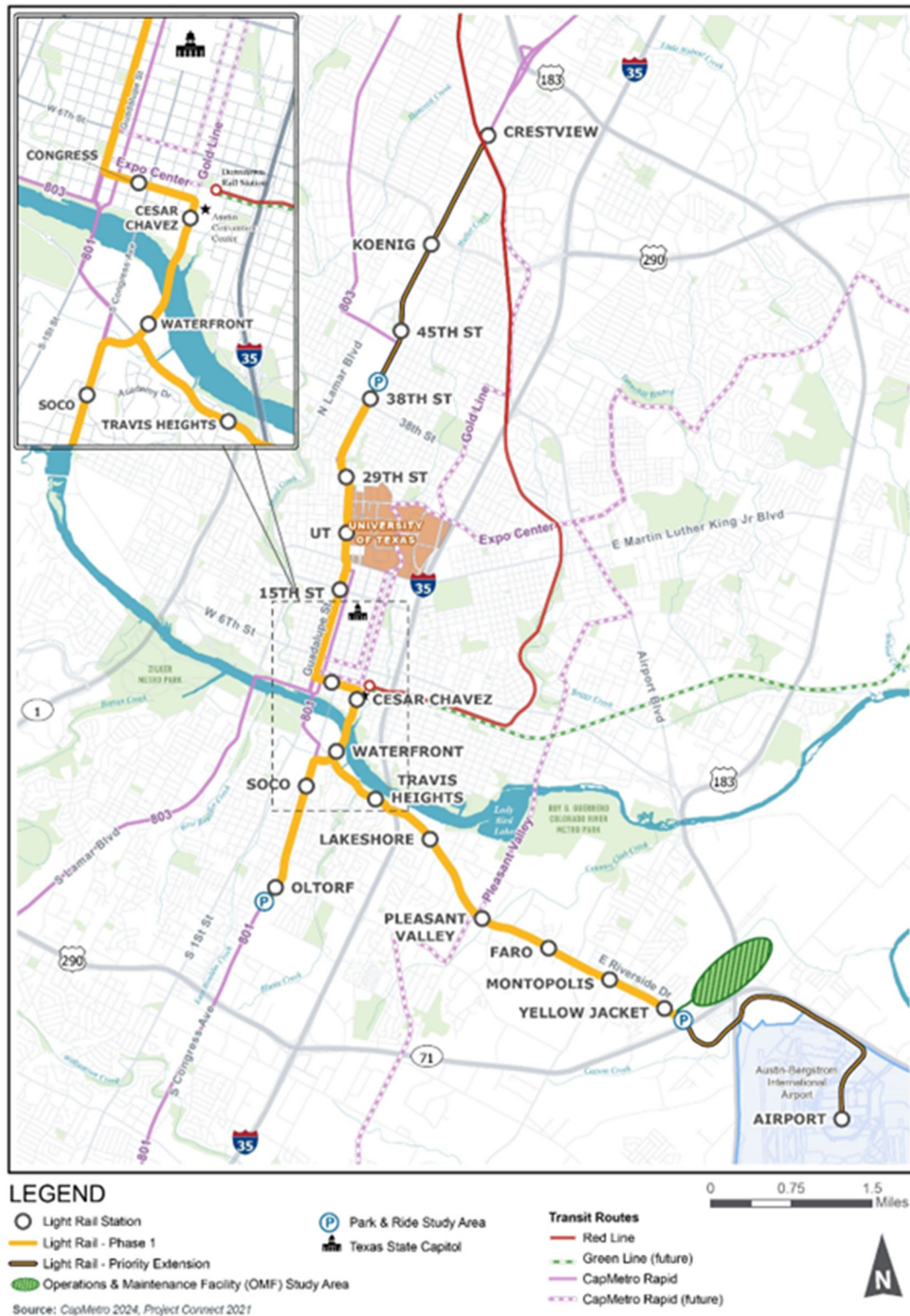
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Sincerely,

/s/

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region VI

Attachment 1: Project Map





ALABAMA-COUSHATTA TRIBE OF TEXAS

TRIBAL HISTORICAL PRESERVATION OFFICE

571 State Park Road 56 • Livingston, TX 77351 • (936) 563-1181

U.S. Department of Transportation
Federal Transit Administration
ATTN: Terence Plaskon, Environmental Protection Specialist

SUB:RE: Initiation of Section 106 Consultation for the Austin Light Rail Phase 1 Project
in Ausitn, Travis County, TX

Greetings sir:

The Alabama-Coushatta Tribal Historical Preservation Office is deeply committed to the historic preservation of its history, heritage, and historic lands. We seek the preservation of our historic lands, culture, artifacts, and natural habitat. Thank you for your submission of your department's Section 106 inquiry.

After a careful review of your documents, scope of work, and geographic reference point, we have come to the following conclusion:

While we are interested in your project, we do not have the resources to devote our full attention to this project or it is outside of our current urgent need scope of work reference point. **Please keep us abreast of further work of your organization as our focus may change in the future.**

We urge caution and care in protection of natural resources and of any heritage items of interest you may discover. **Please let us know if there is a discovery** and if we can be of assistance in the matter.

Thank you,

A handwritten signature in black ink, appearing to read "Delvin Johnson", with a long horizontal line extending to the right.

Delvin Johnson, Tribal Historical Preservation Officer
Alabama Coushatta Tribe of Texas
571 State Park Rd 56, Livingston, TX 77315
Johnson.Delvin@actribe.org
936.563.1181

Attachment 4 Consulting Party Correspondence

From: Deron Lozano

Sent: Monday, July 22, 2024 4:47 PM

Cc: Terence Plaskon - Federal Transit Administration, Region 6 (terence.plaskon@dot.gov) <terence.plaskon@dot.gov>

Subject: Austin Light Rail Phase 1 Project - Section 106 Consulting Party confirmation request

Greetings,

The Federal Transit Administration (FTA), as Federal lead agency, and Austin Transit Partnership (ATP), as co-lead and project sponsor, continue to advance the Austin Light Rail Phase 1 Project (Project). We thank you for your past participation and invite you to again participate as a Consulting Party under Section 106 of the National Historic Preservation Act.

Project Status: You may recall that in June 2023, ATP, the City of Austin, and CapMetro approved the Project. Since that time, FTA and ATP initiated the environmental review process and conducted public scoping on the Project January 19 through March 4, 2024. Information about the project's scoping process, including the *Austin Light Rail Phase 1 Project Scoping Summary Report*, is available online [here](#). Currently, FTA and ATP are advancing an Environmental Impact Statement for the Project. Additional Project information may be found on the Austin Transit Partnership website: <https://www.atptx.org>.

What is a Consulting Party: A consulting party is typically a representative of a local government, state agency, or individual or organization with a demonstrated interest in the Project (e.g., they are the owner of one of the historic properties potentially affected). Historic properties include buildings, structures, objects, sites, districts, and archeological sites that are on or eligible for the National Register of Historic Places.

Consulting Parties have a formal and defined role in the Section 106 process to help FTA and ATP consider the impacts of the proposed Project on historic properties. Being a Consulting Party would involve your time and expertise. The Advisory Council on Historic Preservation's citizen's guide to Section 106, which provides additional information about the consultation process, is available online [here](#).

Response Requested: We encourage your continued participation as a Consulting Party to the Austin Light Rail Phase 1 Project. **We kindly ask that you reply to this email within 15 calendar days of receipt** stating whether you accept our invitation to remain a Consulting Party or decline to continue in this role.

If you elect to continue as a Consulting Party, FTA and ATP will send an invite for a virtual Consulting Party meeting in the coming weeks to brief you on the current status of the Austin Light Rail Phase 1 Project and discuss potential effects to historic properties. We appreciate your continued interest in this project. If you have any questions, please reach out to me or Terence Plaskon (FTA) at terence.plaskon@dot.gov or (817) 978-0573.

Thank you.

Deron Lozano

**Senior Vice President, Environment & Project
Development**

Austin Transit Partnership

P: 512-923-3257

W: atptx.org

A: [203 Colorado St., Austin, TX 78701](#)



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From: Deron Lozano <Deron.Lozano@atptx.org>

Sent: Tuesday, August 6, 2024 1:22 PM

Cc: Plaskon, Terence (FTA) <terence.plaskon@dot.gov>

Subject: FW: Austin Light Rail Phase 1 Project - Section 106 Consulting Party confirmation request - follow-up inquiry (response requested by August 19)

Good afternoon,

We'd like to extend our original timeframe to confirm or decline Consulting Party status for the Austin Light Rail Phase 1 project to **Monday, August 19, 2024**. Given the summer months, we received a few "out of office" replies in response to the original correspondence below.

Our original email also generated some automated bounce-back replies due to outdated email addresses. We've updated our contact list accordingly, in case you are receiving this request for the first time.

Thank you, Deron
Austin Transit Partnership
(512) 923-3257

Deron Lozano

**Senior Vice President, Environment & Project
Development**

Austin Transit Partnership

P: 512-923-3257

W: atptx.org

A: 203 Colorado St., Austin, TX 78701



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AGENCY	FIRST	LAST	POSITION	EMAIL	PHONE
Blunn Creek Partnership	David	Todd		dtodd@wt.org	512-659-3433
Capital Area Metropolitan Planning Organization (CAMPO)	Ryan	Collins	Short Range Planning Manager	ryan.collins@campotexas.org	(737) 217-8306
City of Austin Open Data Portal	Cathy	Norman	President	cathynormanoffice@gmail.com	(512) 474-6631
Downtown Austin Alliance	Melissa	Barry	Chief Program Officer	mbarry@downtownaustin.com	(512) 354-5219
Downtown Austin Neighborhood Association	Roger	Cauvin	Board of Directors Member	info@downtownaustin.org; roger@cauvin.org	(512-593-2621)
East Austin Conservancy	Catalina	Berry	Executive Director	catalina@eastsideguardians.org	512-785-0492
Emma S. Barrientos Mexican American Cultural Center	Michelle	Rojas	Culture & Arts Site Manager	michelle.rojas@austintexas.gov	512-974-3772
Greater Austin Hispanic Chamber of Commerce	Brittney	Rodriguez	Chief Operating Officer	brodriguez@gahcc.org	512-476-7502
Karen McGraw Architect, PLLC	Karen	McGraw		karenmcgrawarch@gmail.com	512-917-1761
Montopolis Community Alliance	Delwin	Goss	President	Delwingoss@gmail.com; MontopolisTX@gmail.com	512-389-2133
Montopolis Community Development Corporation	Fred	McGhee	President	fmcghee@montopolis.org	512-275-6027
Montopolis Neighborhood Association	Fred	McGhee		fmcghee@montopolis.org	512-275-6021
Montopolis-Ponca Neighborhood Association	Jose	Elias	Community resident	josenelias11@gmail.com	512-217-3876
O. Henry Museum (CoA property)	Emily	O'Connor	Site Coordinator	emily.oconnor@austintexas.gov	512-974-1398
Old Austin Neighborhood Association	Tedd	Siff	President	angela@hovisworks.com	512-657-5414
Preservation Austin	Meghan	King	Policy & Outreach Planner	meghan@preservationaustin.org	
Red River Cultural District (RRCD)	Nicole	Klepadio		nicole@redriverculturaldistrict.org	512-587-2369
South River City Citizens Neighborhood Association	Wendy	Price Todd	Advisory Board Member	wendypricetodd@gmail.com	(512) 899-3500
South River City Citizens Neighborhood Association	Anita	Tschurr	Representative	anitatschurr@gmail.com	512-441-9581
Travis County Historical Commission (CHC)	Bob	Ward	Chair	bobward@wardtopia.com	512-796-1050
Travis Heights-Fairview Park National Register Historic District	Susan	Armstrong		skasusan@gmail.com	
WaterLoo Greenway Conservancy	Erica	Sanez	Chief Operating Officer	esaenz@waterloogreenway.org	(512) 541-3520 ext. 114
Wilshire Wood/Delwood Neighborhood Association (WWD1 NA)	David	Keene	President	jdavidkeene@gmail.com	512-984-1322

PURPOSE: Austin Light Rail Phase 1 Project – Section 106 Consulting Party Meeting

DATE: 10/9/2024

TIME / LOCATION: 11:00 AM – 12:00PM / [Microsoft Teams](#)

1. Introductions – All
2. Austin Light Rail Phase 1, Overview
3. Section 106 Process
4. Archaeological and Historic Findings and Next Steps
5. Q&A + Consulting Party Input
6. Ways to Remain Engaged
7. Adjourn



Austin Light Rail Phase One

Section 106 Consulting Party Meeting

OCTOBER 9, 2024

Agenda

1. Introductions – All
2. Austin Light Rail: Phase 1, Overview
3. Section 106 Process
4. Archaeological and Historic Findings and Next Steps
5. Q&A + Consulting Party Input
6. Ways to Remain Engaged
7. Adjourn



Welcome and Introductions

Community Guidelines for Virtual Meeting

1. **We want to hear from you!:** Everyone is encouraged to contribute ideas and listen. Feel free to use the chat box to contribute. Please mute your microphone when not speaking.
2. **To speak:** Please use the "Raise Hand" button. Once the moderator has called your name, please unmute your microphone to participate.
3. **To show agreement:** Feel free to use reaction buttons to agree with another speaker
4. **Respect:** Please avoid interrupting and the use of offensive/derogatory language.
5. **Note:** Moderator reserves the right to mute microphones and manage meeting participation.



Austin Light Rail: Phase 1, Overview

WHAT IS LIGHT RAIL?

Light rail is an electric train system used in metropolitan areas.

Light rail is part of the overall transit network, connecting people to key destinations where they live, work and play to improve:



MOBILITY



AFFORDABILITY

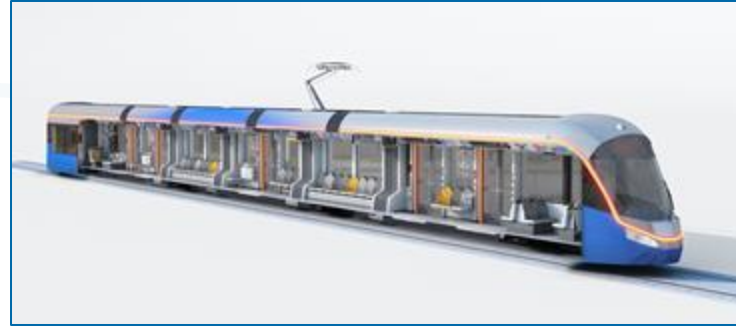


CONNECTIVITY



SUSTAINABILITY

ARTIST REPRESENTATIONS



Light Rail Vehicle



Light Rail Vehicle Interior



Guadalupe Street at UT Austin, 'The Drag'



Station View at Oltorf



Station View at Pleasant Valley

PRECEDENTS



Paris, France



Portland, Oregon



Seattle, Washington



Minneapolis, Minnesota

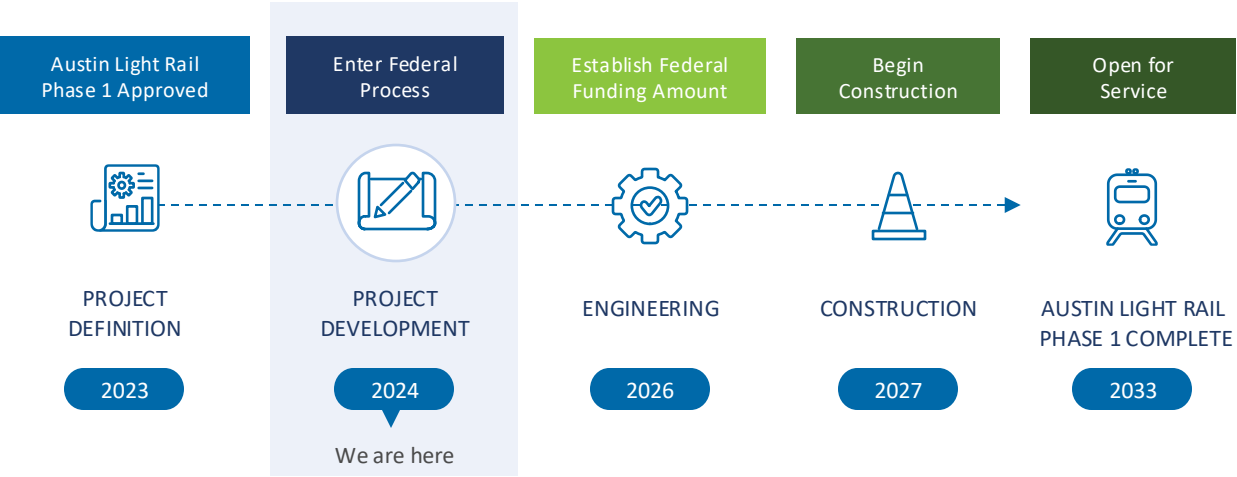
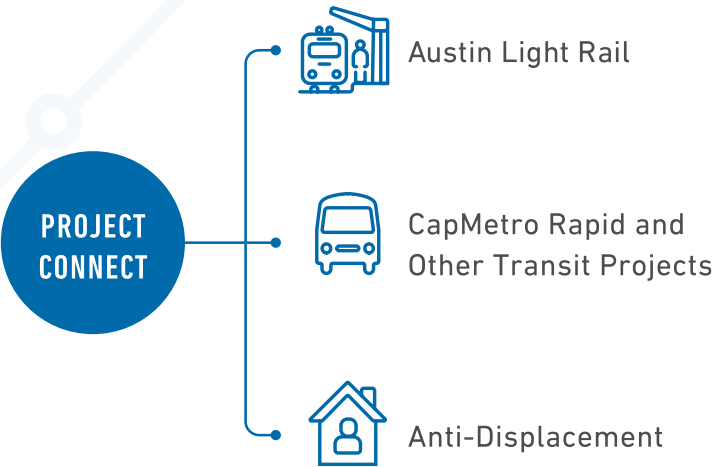


Phoenix, Arizona

WHO IS ATP?

The Austin Transit Partnership is the local government corporation responsible for implementing Project Connect and leading Austin Light Rail. ATP is responsible for the day-to-day implementation, planning, financing, execution, and oversight of Austin Light Rail.

In November 2020, Austin voters approved a referendum (“Prop A”) to provide a dedicated revenue stream to fund investments in Project Connect, a program of transit improvements, including Austin Light Rail.










ADVANCING LIGHT RAIL

ATP is advancing Austin Light Rail Phase 1, working closely with our federal partners to complete the necessary documents to successfully compete for federal funding. Project development activities such as early design and environmental studies are already underway, and ATP has developed a delivery and contracting framework to prepare for next phases of design and construction of Austin Light Rail.

Design Options

LEGEND

-  Light Rail Station
-  Light Rail Route
-  Design Option
-  Design Option (Study Area)
-  Park & Ride Study Area
-  O&M Facility
-  Maintenance of Way Locations

Wooldridge Square Station
Design Option to add station near Wooldridge Square.

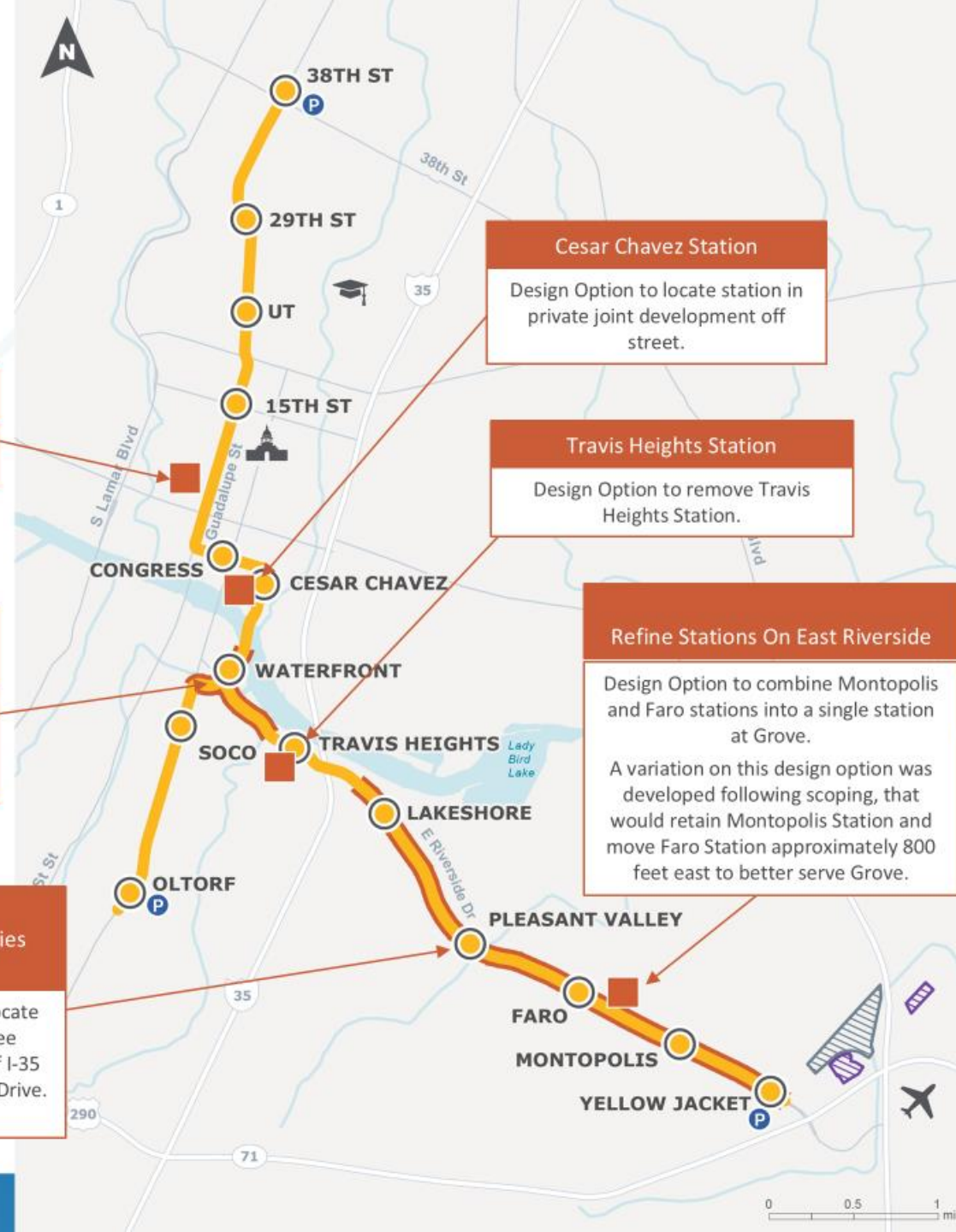
Lady Bird Lake Bridge Extension
Design Option (Study Area) to extend light rail bridge south of Lady Bird Lake and elevate Waterfront Station.

Center-running Bike/Ped/Shade Tree Facilities On East Riverside
Design Option (Study Area) to locate bike/pedestrian and shade tree facilities next to light rail, east of I-35 (center running) along Riverside Drive.

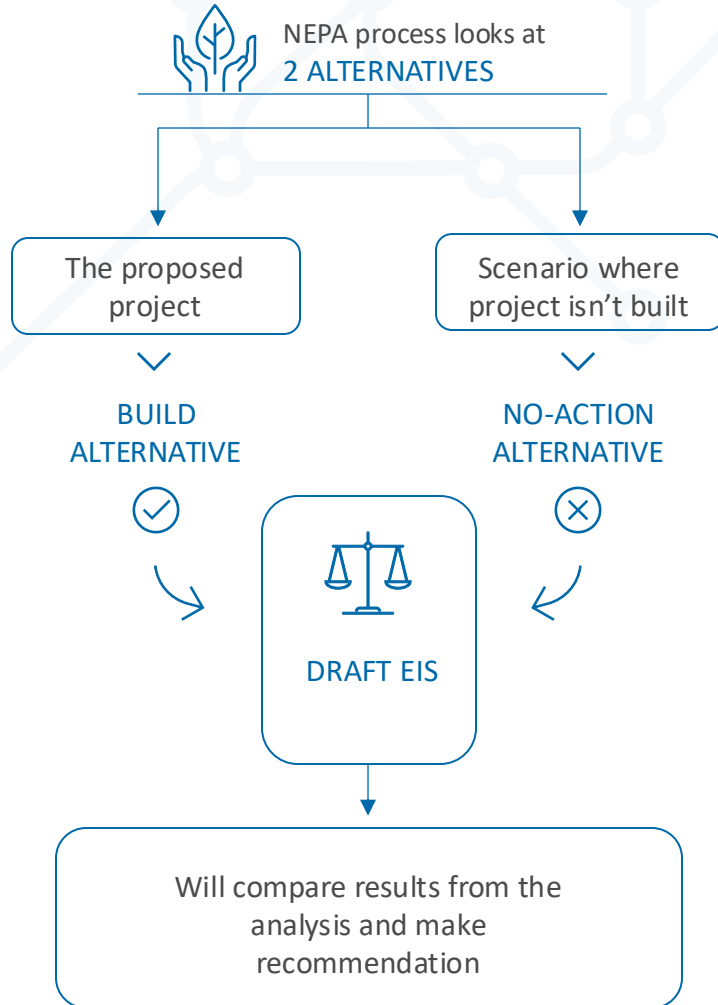
Cesar Chavez Station
Design Option to locate station in private joint development off street.

Travis Heights Station
Design Option to remove Travis Heights Station.

Refine Stations On East Riverside
Design Option to combine Montopolis and Faro stations into a single station at Grove.
A variation on this design option was developed following scoping, that would retain Montopolis Station and move Faro Station approximately 800 feet east to better serve Grove.



WHAT DOES AN ENVIRONMENTAL IMPACT STATEMENT (EIS) ANALYZE?



PHYSICAL AND NATURAL ENVIRONMENT

- Air Quality
- Soils and Geology
- Water Quality
- Threatened and Endangered Species
- Energy
- Hazardous Materials
- Noise and Vibration
- Temporary Construction Impacts



HUMAN ENVIRONMENT

- Environmental Justice (EJ)
- Safety and Security
- Land Use and Zoning
- Socioeconomics and Economic Development
- Transportation
- Utilities
- Land Acquisitions and Displacements



CULTURAL ENVIRONMENT

- Cultural, Historic, and Archeological
- Parks and Recreational
- Visual Quality
- Neighborhood and Community Resources



Section 106 Process

Section 106 – Initiating the Process

FTA established the Project is a federal undertaking with the potential to affect historic properties.

Consultation with the Texas Historical Commission (THC) and Consulting Parties was initiated in early 2021 and has continued through 2024

Criteria for Evaluating NRHP Eligibility (36 CFR 60.4)

“the quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded, or may be likely to yield, information important in prehistory or history.”

Section 106

Initiate the Process

- Establish the federal undertaking's potential to affect historic properties
- Notify SHPO and Tribes
- Identify consulting parties



Identify Historic Properties

- Establish a methodology for identifying historic properties
- Consult with SHPO
- Notify consulting parties and seek their views



Assess Effects

- Apply criteria of Adverse Effect to determine if historic properties may be adversely affected by the project
- Consult with SHPO
- Notify the consulting parties



Resolve Adverse Effects

- Continue consultation with SHPO and other consulting parties to reach agreement on a resolution for adverse effects

Section 106 – Identify Historic Properties

Methodology for Orange and Blue Line projects coordinated with the THC in March 2021

Survey Initiated May 2021

Interim historic resources report coordinated with THC January 2022

Subsequent design changes required additional survey

Revised Methodology Reports approved by THC 2024

Emails sent to Consulting Parties 2024

Historic Resources: Any building, structure, object, or potential historic district constructed during a defined historic period. For the purposes of this Project, the historic period was defined as resources constructed in 1981 or earlier.

Archeological Resources: Any prehistoric and historic sites, objects, and districts where remnants of physical evidence, such as artifacts, features, and ecological evidence of a past culture, are present.



Archaeological and Historic Findings

Cultural Resources Investigations

Investigations for cultural resources conducted pursuant to:

- + National Environmental Policy Act;
- + Federal surface transportation statutes; and
- + Section 106 of the National Historic Preservation Act of 1966, as amended.

Archaeological Area of Potential Effect

Archaeological APE comprises the limits of Project construction represented by the maximum possible area of disturbance.

- + A 9.8-mile corridor, ranging on average from 60 to 90 feet wide within the existing right-of-way, with some areas of expanded right-of-way.
- + Depths of disturbance average 1 to 2 feet below surface except:
 - + Proposed detention pond locations will average 6 to 10 feet deep.
 - + Bridge pier depths are yet to be determined; however, they would generally penetrate the underlying bedrock by at least 10 feet.
 - + Depths for utility relocation would be coordinated later, when design plans are more advanced.

Current Investigation

Current investigations include portions of two previously separate transit planning efforts not being advanced:

- + The Blue Line intensive archaeological survey was completed. Report not submitted for review to the Texas Historical Commission (THC).
- + The Orange Line intensive archaeological survey was completed. Received THC concurrence, with comments, on May 16, 2022.

Survey Findings

To-date the archaeological survey has included systematic shovel testing and mechanical trenching of accessible parcels within the survey area, totaling 32.5 acres.

- + One post-contact site (41TV2620) identified and one site (41TV2562) revisited.
- + Site 41TV2620 recommended **Not Eligible** for listing in the NRHP under Criteria A through D or as a SAL due to lack of historical significance.
- + Surveyed portion of site 41TV2562 recommended as **non-contributing** to the site's overall eligibility due to lack of cultural deposits within the survey area.

Next Steps

Current Archaeology Report under review by Consulting Parties and THC.

- + The project team recommends no further archaeological investigations associated with the Project as currently proposed within the surveyed areas.
- + Recommend that the proposed Project would not have any effect on cultural resources listed in or eligible for listing in the NRHP or as a SAL within the surveyed areas.
- + Additional survey and construction monitoring still planned for currently inaccessible parcels.

Historical Property Area of Potential Effect

- + The Project has the potential for effects on historic properties and districts listed or eligible for listing in the National Register of Historic Places (NRHP).
- + The APE includes parcels intersected by a 150-foot area from the limits of Project construction.
- + The APE for small-scale actions (such as roadway restriping, curb reconstruction, and sidewalk modifications), includes parcels intersected by a 75-foot buffer within the APE.
- + The APE in the vicinity of Lady Bird Lake extends to 0.25 miles from the proposed bridge's footprint across the lake.



Previous Investigations

Current investigation include portions of two previously separate transit planning efforts not being advanced:

- + The Orange Line built environment survey dated April 2022, received comments from the THC on May 15, 2022.
 - **54** resources determined eligible for the NRHP are within the current APE
- + The Blue Line built environment survey dated July 2022, received concurrence from the THC on August 19, 2022.
 - **Four** resources determined eligible for the NRHP are within the current APE

Background Study & Current Investigation

Background study identified **138** existing NRHP-listed and NRHP-eligible resources

- + National Park Service, THC, Texas Department of Transportation, City of Austin Landmarks, City of Austin Neighborhood studies

Current survey conducted May 15 through May 26, 2024.

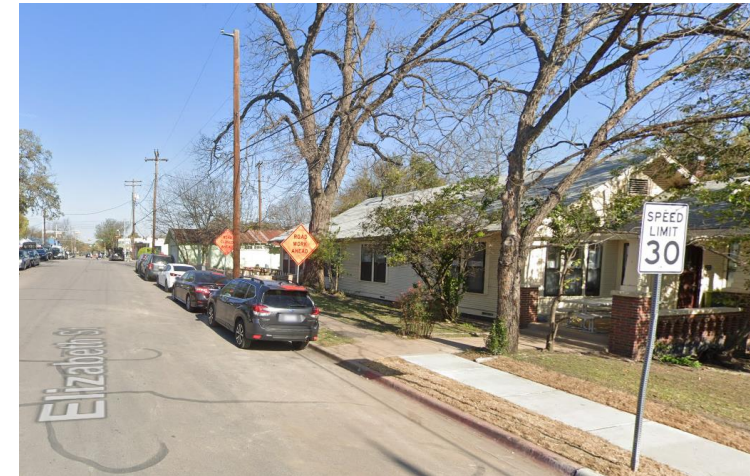
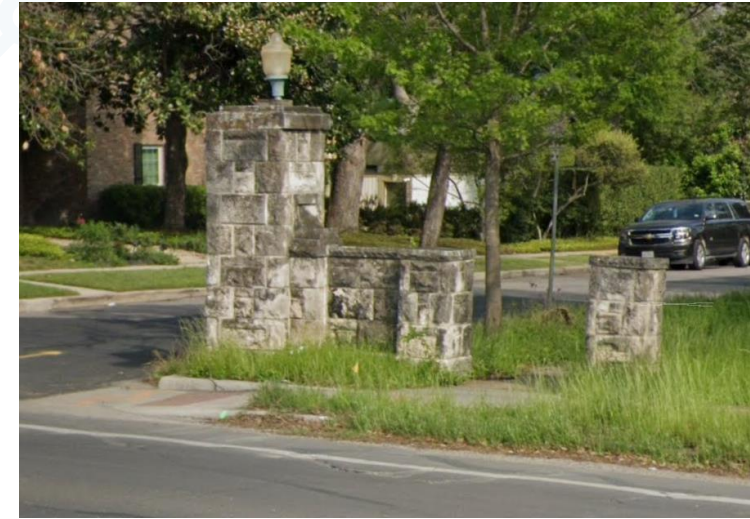
- + 153 historic-age resources surveyed (constructed in 1981 or earlier)
- + Recommended **14** resources eligible for listing in the NRHP.

Additional Orange Line project-related results captured October 2022.

- + Report not submitted for review to the THC.
- + Recommended **8** resources eligible for listing in the NRHP
- + Project team concurs with the additional findings, which have been submitted to THC for review.

Historic Property Survey Findings

- + 218 NRHP-listed, eligible, or recommended eligible resources identified within the APE.
- + Of the 218 resources:
 - + 108 properties were determined to have **no adverse** effects,
 - + 100 properties were determined to have **no effects**,
 - + 10 properties were identified as **no longer extant**.





Q&A – Consulting Party Input

Stay Engaged

1. Get involved! www.atptx.org
2. Other ways to submit feedback:
 - Email: input@atptx.org
 - Phone: 512-710-2100
 - Mail: Austin Transit Partnership | 203 Colorado Street | Austin, TX 78701

Consulting Party Agency	Comment	Responses
10/15/2024 City of Austin Open Data Portal, Cathy Norman	<p>I looked into the details on the St. Austin Catholic Church building and rectory. The church and parish date to 1908, and the church building and rectory were built in 1953/54. They had a facade renovation in about 2018, replacing limestone on the face of the building that had become stained and degraded. There were some other minor renovations. I am not an expert and so don't know if these renovations impacted whether the structure would be considered historic, or if this property was not included for some other reason. I had earlier in this process asked about impacts on the use and function of a property, as opposed to the physical structure, and the answer seemed to be that this is not what this process is about, but I do have some concerns about the impacts of closing Guadalupe street to any car traffic in some portions on the function and access of some of these religious properties. I am going to re-review the project description but my understanding is that the street in front of St Austin at 2008 Guadalupe (I believe) will be open to car traffic, and if that is the case my concern about access to their Sanctuary is handled. I know that University Methodist Church had some concerns about this - closing Guadalupe to car traffic would impact their parking lot and complicate access in general. I don't know if their concerns have been resolved at this point. If these function questions are not relevant to this process, I would like to know. Regardless of whether the impact on St, Austin church function is resolved, I would like to understand why it was left off the list.</p>	<p>St. Austin Catholic Church was evaluated for the National Register of Historic Places (NRHP) in the <i>Historic Resources Survey for the Orange Line Project (2022)</i>. The parish was founded in 1908. The current sanctuary was constructed in 1953 and restored in 2017. Although the building is associated with the history of religion in Austin, it lacks historic integrity. While the church building has retained its basic form, its original limestone cladding has been replaced, design elements to the church building and bell tower have been modified or removed, and a metal and glass entry has been constructed in place of a decorative metal gateway. As these restoration techniques are not consistent with the Secretary of the Interior's standards for restoration, the building was recommended not eligible for the NRHP. THC concurred with this recommendation. Additionally, since completion of the <i>Historic Resources Survey for the Orange Line Project (2022)</i>, the adjacent rectory building has been demolished and replaced.</p> <p>Regarding the <i>Historic Resources Survey for the Orange Line Project (2022)</i> analysis, it is helpful to compare Google Streetview images of the church from today and 2016. The restoration included some subtle, yet meaningful, design changes to the church. The roughly hewn horizontal stone belt courses and thin vertical tinted glass windows on the building's façade where none previously existed, and the transformation of the bell tower are updates that diminish accuracy to the original. Also, the nature of courtyard immediately north of the church has been transformed. The new entrance and gate have reduced the transparency that formerly existed between the courtyard and Guadalupe Street. For these reasons, this location was not recommended for inclusion in the list of NRHP-eligible resources. The cultural reports completed under Section 106 are focused on historic eligibility of buildings. Other impacts like traffic would be in the Draft Environmental Impact Statement (DEIS).</p>
		<p>It is also helpful to compare St. Austin to University Baptist Church, which is located one block north and is listed in the NRHP. With exception of the replacement of the University Baptist Church's main doors, the building itself still communicates its original location, design, materials, workmanship, feeling, and association. Additionally, the church's setting, its courtyard's relationship with Guadalupe Street, is still completely open and mediated with a pedestrian-scale iron fence. While University Baptist Church clearly and unambiguously communicates the era in which it was constructed, St. Austin's church appears to have been updated.</p>
10/21/2024 City of Austin Open Data Portal, Cathy Norman	<p>I sent you comments about St. Austin Catholic Church's older buildings, and the Moonlight Tower that should be returned to 22nd and Nueces. My understanding is that car traffic will be allowed on Guadalupe from 22nd street south, which would probably address any concerns of St. Austin Parish. I have been in touch with University Baptist Church over the years and they have consistently told me that they feel they have adequate access from San Antonio Street and are not concerned about the light rail plan, although I haven't checked lately.</p>	<p>Vehicle traffic will be allowed on Guadalupe from 22nd street to the south. Regarding the Moonlight Tower at West 22nd Street and Nueces Street, thank you for pointing out the situation with the guidewires. While the tower itself is outside the APE, review of a Google Streetview image of West 22nd Street taken March 2024 indicates the guidewire's metal stanchion is still extant midblock between Nueces Street and San Antonio Street and is likely within the APE. The tower and its stanchion will be added to Table 5.</p>
	<p>I haven't gotten specific feedback from University United Methodist Church or the other properties on Guadalupe, but I understand that UUMC did have some concerns. Their parking lot across the street from the Church may become difficult to access. There may be a solution for that but I am not up to speed on it</p>	<p>Safe pedestrian access across Guadalupe will remain.</p>

Austin Light Rail Phase 1
Consulting Party Technical Reports Review - Comment Responses



	University Presbyterian Church is located at 22nd and San Antonio. They are not listed as an historic property but they certainly are a very long time use and a cultural resource. I asked them about their concerns. They are primarily concerned about the plan to make San Antonio a two way street, in combination with closing Guadalupe to car traffic from 29th to 22nd. The only way for any property from 22nd to 24th to get access to deliveries or maintenance will be via the alley. Currently, this alley is already severely congested. Just one vehicle blocking the alley makes the passageway impassable. We are likely to see lots of delivery traffic diverted to San Antonio. There are some safety concerns about this	<p>This comment is noted and will be addressed as we get further into design discussion that will include community feedback and technical evaluation.</p> <p>The cultural reports completed under Section 106 are focused on historic eligibility of buildings. Other impacts like traffic would be in the Draft Environmental Impact Statement (DEIS).</p>
	These concerns are not about the impacts on the physical properties per se. These are concerns about the ability of these properties to continue to function.	Plans for construction mitigation or business assistance are in development. We look forward to working with the business community directly in the next year to further develop that program before construction begins.
10/18/2024 Downtown Austin Alliance, Matt Geske	Republic Square should be identified as a historic resource and the impacts analyzed in the same way as all the other historic resources in the matrix.	During consultation for the <i>Historic Resources Survey for the Orange Line Project (2022)</i> report, THC indicated the following : " <i>Although designated as a City of Austin Landmark, THC recommends that Republic Square lacks sufficient historic integrity to be eligible for listing in the NRHP, though it remains historically significant as one of Ausitn's four original public squares.</i> " Regardless of the designation, there would not be an adverse effect to Republic Square.
	DAA requires more detail be provided on how Wooldridge Square station interfaces with Wooldridge Square. This is a very unique historic park and we want to make sure that the transit compliments the parks historic integrity.	The description included in Table 5 of the Draft Built Environment Survey Report, which includes the proposed station's general size and location in relation to Wooldridge Square, is the extent of what is available in the conceptual design.
	Can the DEIS comment on whether the use of transit vehicles with overhead wires would result in any impacts to historic resources.	The light rail vehicles would be powered using electrical wires (catenary) suspended from catenary poles along the guideway. Although these elements would be within sight of various historic properties, they would be located within an existing public transportation corridor that contains various traffic, lighting, and electrical poles and wires and would not introduce significant new visual or auditory elements or appreciably change the resource's setting.
	DAA requests more information on the dimensions of the temporary construction easement, the type of use within the area and analysis of the impacts of those uses on the resources would be helpful to understand potential impacts on construction not the permanent infrastructure.	Temporary Construction Easements (TCE's) can vary in size depending on the need to restore the property during construction. ATP's current design includes 10-foot TCE's from the edge of the proposed ROW, which may be adjusted in final design and may vary depending on the property. Work requiring TCE's include, but may not be limited to, utility tie-ins/connections, grading, sidewalk and driveway installations, and material storage.
	DAA requests more information be provided on the utility easements. This will allow better understanding of the use of the easement (above and below ground, what type of utility, etc.) gauge impact on historic assets.	Utility easements are required to relocate or replace existing utilities, located above and below ground, along the corridor. ATP utility plans, and the associated right of way plans, provide more detail concerning the need for the easement (e.g., water/wastewater, Austin Energy, overhead power lines, etc.). The DEIS will include conceptual designs dated April-May 2024, and updated plans will be prepared for the Fnal EIS in 2025.

10/9/2024 Karen McGraw Architect, PLLC, Karen McGraw	Page 7. Was the City of Austin survey considered? It indicates that Guadalupe St. is eligible for listing.	A potential Drag Historic District was surveyed and evaluated for NRHP eligibility as part of the <i>Historic Resources Survey for the Orange Line Project (2022)</i> . The boundaries of the potential historic district were defined as the west side of Guadalupe Street bounded on the north by 26th Street and on the south by MLK Boulevard. The buildings within this boundary consist primarily of one-story, early twentieth century brick commercial buildings with adjoining walls forming a linear strip of buildings along the west side of Guadalupe Street. The development of this area is closely associated with the development of UT. A period of significance used for this assessment was 1906 to 1965, which represents the earliest resource within the survey area to the construction of new buildings along The Drag, which represents a shift to modern architectural styles. The boundaries for the potential historic district were chosen due to the streetscape on Guadalupe Street, north of 26th Street, exhibiting a different setting and feel. The spatial arrangement of the buildings north of 26th Street consists of free-standing commercial buildings. In addition, the areas north and south of the proposed potential boundary do not share the same functional connection or association with UT. Of the 42 resources within the proposed boundary, 12 (29 percent) were recommended as contributing to the potential district. The remaining resources were recommended non-contributing for lack of historic significance or integrity. The district was recommended not eligible for the NRHP and THC concurred.
	Page 36. ASH entry gate will be demolished and rebuilt and have "no adverse effect?"	Table 5 will be updated to make distinctions between the ASH entry gate and the adjacent chain link fence. The project would replace the chain link fence, not the entry gate.
	Page 35, 36, etc. This indicates "no adverse effect" to any property. This is doubtful.	The recommendations in Table 5 are resource-specific, row-by-row.
	Page C-9. I am an owner of 4101 Guadalupe. The Austin survey deemed it eligible for listing. I have all of the history.	Thank you for your comment. The resource will be added to Table 5 as a NRHP-eligible resource.
	What is the "build alternative"?	The Build Alternative is a 15-station, 9.8-mile LRT system that was presented during the Public Scoping for the Draft EIS.
	What is the "existing public transportation corridor"? Is it the ROW? Existing or proposed?	The "existing public transportation corridor" is the right of way of the existing transportation corridor (i.e., street).
	Local historic districts are not considered.	City of Austin local historic districts within the 0.5 mile study area are listed in Table B-9 of the report. There are two: Aldridge Place and Hyde Park. During consultation for the <i>Historic Resources Survey for the Orange Line Project (2022)</i> , the THC directed that: <i>"Although not formally evaluated in this report, we recommend treating the portions of the locally designated Aldridge Place Historic District within the project's APE as eligible for listing in the National Register. We concur that a full evaluation of the historic district and delineation of the National Register boundary is beyond the scope of this project."</i> Further details on the THC's specific recommendations can be found in Attachment C THC Concurrence Letters, of the report. The Hyde Park Historic District is NRHP listed and was also considered in the assessment.
	Why are businesses at NE corner of 38th being demolished for a "park & Ride"? The state has an 800 car parking garage at Guadalupe and 46th.	Anticipated ridership demand justifies a park and ride at 38th St. The State's garage is approximately .8 miles away, which would not provide convenient access to the station.

	Are there plans for ROW changes? Awnings on older buildings extend over the ROW.	There are locations along the alignment where additional design is needed to better determine impacts to the awnings and potential design solutions to minimize or avoid such impacts may be included with the FEIS.
10/18/2024 Montopolis-Ponca N.A., Noe' Elias	<p>Environmental Justice</p> <p>There has not been a comprehensive environmental justice study conducted in my community of Montopolis, which includes a visit to the community and meeting with affected residents. The Light Rail Maintenance Yard is set to be located here, yet many of our neighbors are unaware of this development and its potential impacts. Our community was not consulted during the site selection process for the maintenance yard, leaving us uncertain about the extent of noise, vibration, and other consequences both during and after construction. This situation raises critical questions of environmental justice, particularly since Montopolis is one of the poorest neighborhoods in Austin and is predominantly inhabited by Black, Brown, and Indigenous residents.</p>	<p>The Draft EIS includes the environmental justice analysis completed for the Project and will be available for review and comment. Title 49 Code of Federal Regulations Section 21.5(b)(3) requires Austin Transit Partnership (ATP) to complete a Title VI equity analysis during the planning stage to ensure the location of the maintenance facility is selected without regard to race, color, or national origin. In September 2022, ATP initiated a Maintenance Facility Technical Focus Team to study sites that would accommodate various options for Phase 1 of Austin Light Rail. Through a process that evaluated technical feasibility, compatible use with adjacent properties, and other criteria, the potential site locations narrowed to two site locations that were presented for community feedback in spring 2023: 1) North Lamar Transit Center and 2) Airport Commerce. During the spring 2023 engagement, ATP held several community meetings and events that included the general location of the proposed maintenance facility in the Montopolis area:</p> <ul style="list-style-type: none">•March 27, 2023 – Montopolis Neighborhood Association at Montopolis Recreation & Community Center (meeting)•April 15, 2023 – Community Advisory Committee Hosted Montopolis Neighborhood Meeting at Ruiz Library•April 22, 2023 – Door-to-door flyers along Uphill and Yellow Jacket Lane•April 25, 2023 – Yellow Jacket/ Uphill Lane Community Meeting at Montopolis Recreation Center•May 5, 2023 – Virtual District 3 Light Rail Meeting hosted by Council Member Velásquez <p>During these meetings, ATP shared with community members five proposed options for Austin Light Rail Phase 1 that included the potential location of the maintenance facility.</p>
		<p>In addition, at the April 15, 2023 Community Advisory Committee Hosted Montopolis Neighborhood Meeting at Ruiz Library, more detailed information was shared about general expectations on noise and vibration and community members were informed that further testing would be necessary through the environmental analysis process. In addition, as a result of the conversations at the April 15, 2023 meeting, the Community Advisory Committee approved a recommendation that identified detailed considerations as design continues to move forward. Additionally, site analysis was included as part of NEPA scoping meetings and neighborhood meetings throughout early 2024.</p> <p>ATP is preparing to provide the community with the Draft Environmental Impact Statement and will seek additional feedback on the environmental justice analysis and technical reports. ATP will hold a 60-day public review and comment process that will include open houses, attendance at neighborhood meetings, community events, connecting with current transit riders, and online tools to gather more feedback.</p>

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	<p>Zoning and Land Use</p> <p>The Austin Light Rail is prompting significant changes in zoning and land use within our community. The Austin Transit Partnership, the City of Austin, and Capital Metro are actively advocating for these changes to comply with federal grant requirements. The Austin City Council has adopted the Equitable Transit-Oriented Development (ETOD) overlay and the DB90 zoning designation, along with approving additional zoning changes near the light rail lines.</p> <p>Unfortunately, these initiatives do not adequately address the urgent need for affordable housing in Montopolis, which is critical to prevent displacement. In fact, these changes are attracting higher-income residents, leading to gentrification.</p>	<p>Thank you for sharing your feedback on the Austin City Council's decision to adopt the Equitable Transit-Oriented Development overlay and DB90 zoning designation. We will share your feedback with our partners at City of Austin and CapMetro. A key objective of the Project is to link affordable housing to jobs and provide an affordable and efficient transportation option for Austin residents. The Project would provide significant investment for multi-modal infrastructure in Montopolis and other neighborhoods that have been harmed by past discriminatory plans and policies. The Draft EIS addresses the potential of LRT to catalyze development in station areas, including development of affordable housing and development that may cause property values to increase, and reviews the City's initiatives to mitigate those effects. ATP has committed to collaborating with the City's Anti-Displacement Prevention team to develop and implement programs funded by the \$300 million allocated for anti-displacement efforts. Measures to mitigate the Project's indirect effects that would be implemented by ATP are included in the Draft EIS.</p>
	<p>Socioeconomics</p> <p>The median family income in Montopolis is below 50% of the Austin average, and the proposed Transit-Oriented Developments (TODs) fail to meet the housing needs of our community at this income level. By introducing higher-income residents to a low-income area, we risk exacerbating gentrification and displacement.</p>	<p>Thank you for sharing your feedback on the Austin City Council's decision to adopt the Equitable Transit-Oriented Development overlay and DB90 zoning designation. We will share your feedback with our partners at City of Austin and CapMetro. See above response.</p>
	<p>Transportation</p> <p>TODs that do not include mandatory affordability measures at appropriate levels contribute to gentrification and displacement without enhancing public transportation ridership. These developments tend to attract higher-income "choice riders," while our community relies heavily on public transportation. For instance, the MLK TOD in East Austin demonstrated a decline in ridership despite an increase in housing density. Displacing residents who depend on public transit ultimately leads to reduced ridership.</p>	<p>Thank you for providing your feedback. We will share your feedback with our partners at City of Austin and CapMetro. See above response.</p>
	<p>Cultural and Historic Impact</p> <p>Montopolis holds significant historical and cultural value. Established around a plantation, it later became a freedmen's colony, attracting Mexican immigrants seeking affordable housing near Austin. The community's continued appeal stems from its rich cultural heritage and affordability. Unfortunately, due to the city's history of racist policies and disinvestment, Montopolis has received little recognition as a historically significant area. In contrast, neighborhoods like Travis Heights and Hyde Park are celebrated for their historical importance, while Montopolis is viewed merely as a redevelopment opportunity.</p>	<p>Thank you for providing your feedback. We will share your feedback with our partners at City of Austin and CapMetro. See above response.</p>
	<p>The planned Austin Light Rail has the potential to inflict severe harm on our community if not managed properly. The Maintenance Yard, along with changes to land use and zoning, could lead to further gentrification and displacement, threatening the very fabric of our transit-dependent community. To truly benefit from the Light Rail and the promised rapid bus system, we must implement robust protections and anti-displacement measures.</p>	<p>Austin Transit Partnership will continue to collaborate with the community throughout the design of the maintenance facility, as well as utilize the Community Advisory Committee recommendations as guiding principles for the Project. In addition, we will continue to support the Displacement Prevention team and the City of Austin on their efforts to implement anti-displacement measures in the community. The Draft EIS is comprehensive and evaluates the Project's potential effects on these areas of concern. Measures to mitigate the potential effects are identified in the Draft EIS and we look forward to your review and comments during the public comment period.</p>

Austin Light Rail Phase 1
Consulting Party Technical Reports Review - Comment Responses



10/18/2024 South River City Citizens Neighborhood Association, Wendy Price Todd	We are unable to provide meaningful input without documentation of draft structural plans, elevations and cross sections of the proposed line along Riverside Drive and along South Congress Avenue.	Design plans will be provided concurrent with the Draft Environmental Impact Statement (DEIS) publication.
	Please provide this information to us, SRCC, and the Travis Heights Fairview Park National Historic District representatives copied above.	Contact information provided will be added to ATP's list of parties to be notified when the DEIS is published.
	Is it necessary to wait until the release of the Draft Environmental Impact Statement to share these documents in order to register concerns?	Thank you for your response. At this time we plan to distribute the design plans, referenced in your email, concurrent with the DEIS release. ATP looks forward to receiving your comments as part of the DEIS commenting period.
	Would it be possible to recognize and register concern for likely visual, access, and noise effects to Travis Heights-Fairview Park National Register Historic District as well as ecological and environmental concern for the lower Blunn Creek and East Bouldin Creek Watersheds?	Yes. Concerns and comments may be provided during the DEIS public comment period.
	We can be more specific once the documents are shared more widely. We know that you have seen the project in far more detail than the affected stakeholders.	Please refer to Comment Response 84. Thank you for your response.
10/19/2024 South River City Citizens Neighborhood Association, Rick Fine	That's ATP's characteristic modus operandi of subverting public input by being opaque until it's too late. Same goes for the supreme hypocrite Watson. Horrible!	The Project is in the planning phase and the Draft EIS is based on a conceptual design. Public review of the Draft EIS is intended to solicit early feedback so that ATP can evaluate alternatives and address concerns prior to final design.
10/21/2024 Red River Cultural District, Nicole Klepadlo	The report does not acknowledge properties that hold substantial historic and cultural significance to the Austin community including but not limited to the following. ○ The German Texan Heritage Society 507 E 10th St. ○ Symphony Square The report does not acknowledge properties that hold substantial cultural significance including substantial economic benefits to this community including the following. It is also unclear how these properties will be impacted if at all. ○ 912 Red River ○ 900 Red River ○ 711 Red River ○ 801 Red River ○ 710 Red River ○ 617 Red River ○ 615 Red River ○ 802 Red River ○ 611 Red River ○ 606 E 7th St ○ 705 Red River ○ 611 E 7th St ○ 607 Red River	Table 5 Criteria of Effect in the report lists all historic-age resources in the APE that were surveyed and how they would be affected by the proposed project. The German Free School at 507 E. 10th Street is included in Table B-2 as a Recorded Texas Historic Landmark (RTHL) within the study area; however, it is not within the APE (only within the larger study area) and would not be affected by the proposed Project. Symphony Square, and all the properties you list on Red River are not within the study area (0.5 mi from the proposed ROW) and would not be affected by the proposed Project.
	The information sharing process related to this project needs significant resources. Of a community of over 50+ businesses a total of 4 businesses understand the project, its timeline, or have even heard how it will impact the community. It is recommended that more engagement occur, recorded sessions, or options for engagement at multiple times during the day to meet both in person and or virtually	Thank you for your feedback. We strive to provide diverse opportunities for engagement when we are in a public feedback process that includes virtual and in-person meetings on different days of the week and weekend and at different times, as well as maintaining information on our website. We appreciate additional recommendations and suggestions on our process so that we can continue to expand our reach to more of our community.
	A need of this process is to understand what the development implications mean for existing business and or impacted businesses which may include: ○ Plans for construction mitigation ○ Development and execution of economic tools and incentives to support businesses with relocation and or incentives during the time of construction.	Plans for construction mitigation or business assistance are in development. We look forward to working with the business community directly in the next year to further develop that program before construction begins.



Location: Virtual ([ZOOM Meeting](#))
Meeting: Section 106 Consulting Party Meeting
Date: Friday, September 12, 2025
Time: 3:30 PM to 4:30 PM

1. Introductions and Meeting Purpose
2. Austin Light Rail: Phase One Overview
3. Section 106 Process
4. Archeological and Historical Findings and Next Steps
5. Programmatic Agreement
6. Q&A
7. Ways to Remain Engaged

Austin Light Rail

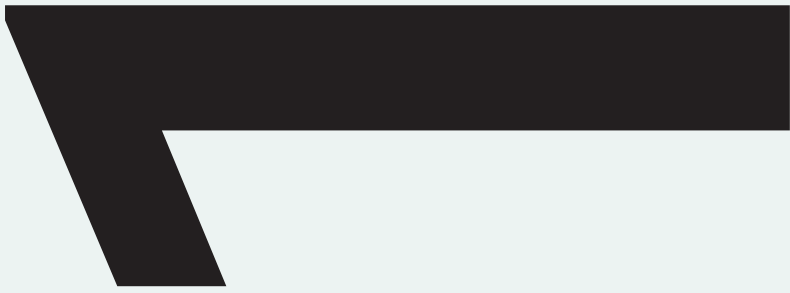
Consulting Party Meeting

September 12, 2025



Agenda

1. Introductions and Meeting Purpose
 - I. Meeting Guidelines
2. Austin Light Rail: Phase One Overview
3. Section 106 Process
4. Archaeological and Historical Findings and Next Steps
5. Programmatic Agreement
6. Q&A
7. Ways to Remain Engaged



Introductions and Meeting Purpose

INTRODUCTIONS

Meeting Guidelines

These guidelines are designed to ensure that all parties are able to have a productive and respectful virtual meeting

*Moderator reserves the right to manage meeting participation.

*Please note: this meeting is being recorded.

Virtual Participation

- To speak, please use the "Raise Hand" button. Once the moderator has called your name, please unmute your microphone to participate.
- Use the chat box to contribute while others are speaking.
- Please mute your microphone when not speaking.
- Feel free to use reaction buttons to agree with another speaker.

Respectful Participation

- We want to hear from you! Everyone is encouraged to contribute ideas and listen.
- Please avoid interrupting and keep language respectful.

2

Austin Light Rail: Phase 1 Overview

Austin Light Rail Timeline

2020-21	2022-23	2023-26	2026-27	2027-33	2033
1. Approved & Established	2. Defining Scope & Goals	3. Planning, Design & Project Development	4. Engineering & Permitting	5. Construction & Testing	6. Open for Service
					
Project was approved by Austin voters. ATP was formed to implement the light rail and assembled a team of transit experts.	Conducted a community-driven process to determine the project goals and formalize the Light Rail Implementation Plan.	ATP is currently working on preliminary design and engineering, environmental review, delivery planning, and completing key steps to fulfill federal funding requirements.	Detailed designs and technical specifications will be finalized, and all necessary permits and land will be secured.	The ground will be prepped and excavated. Light rail tracks, stations, and pedestrian and cyclist paths will be built. Trains will be manufactured, delivered and tested.	Austin's light rail will officially open with 9.8 miles of track, stretching from 38th to Oltorf to East Riverside.

■ Completed Step ■ Current Step ■ Upcoming Step

DRAFT EIS

Engagement Summary

Outreach Events:

4 ATP
PUBLIC
MEETINGS

14 BOARDS &
COMMISSIONS
MEETINGS

16 COMMUNITY
PRESENTATIONS
& EVENTS

40 AT-STOP
OUTREACH
EVENTS

ATP Engaged With:

1,454 PEOPLE
at At-Stop Outreach
Events

617 PEOPLE
at Open Houses

322 PEOPLE
at Boards & Commissions

445 PEOPLE
at Community
Presentations & Events

TOTAL ENGAGED:
2,838
PEOPLE



Summary of Feedback during DEIS Public Comment Period

(Jan-Mar 2025) (~2,500 comments received)

Recurring Comment Themes



Airport Extension support



Support for Design Options



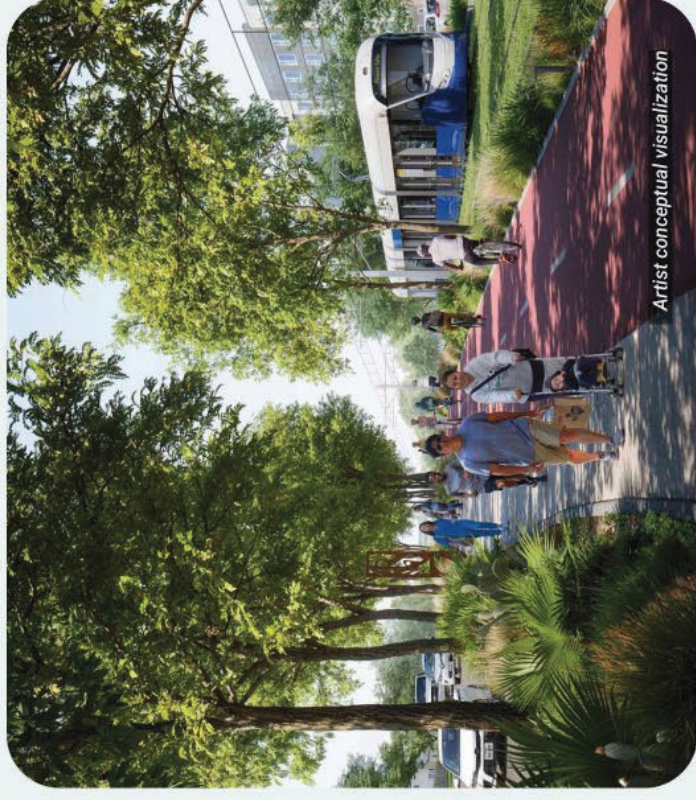
Park and Ride considerations



South Congress light rail constraints and opportunities



Bike/Pedestrian connectivity support



How is feedback informing the project?

Some examples:

1. Reduced property impacts and eliminated all residential displacements
2. Park & Ride concepts
 - 38th St P&R use of surface facility rather than structure
 - Evaluating traffic light and conditions for neighborhood ingress/egress in the vicinity of Oltorf P&R
3. Shifted alignment on Trinity based on coordination with stakeholders
4. Development of mitigation measures



3

Section 106 Process

Section 106- Consulting Parties Coordination

Historic Resources: Any building, structure, object, or potential historic district constructed during a defined historic period. For the purposes of this Project, the historic period was defined as resources constructed in 1981 or earlier.

Archaeological Resources: Any prehistoric and historic sites, objects, and districts where remnants of physical evidence, such as artifacts, features, and ecological evidence of a past culture, are present.

- **March 2021:** Orange and Blue Line cultural resources surveys coordinated with the THC
- **May 2021:** surveys initiated
- **January 2022:** Interim cultural resources reports coordinated with THC
- **September 2024:** Revised Methodology Reports approved by THC followed by Consulting Party review of the cultural resource reports
- **October 2024:** Consulting Parties Meeting held
- **January 2025:** Consulting Party review of the cultural resource reports, as part of the DEIS review
- **August 2025:** Consulting Party Project update email
- **September 2025:** Consulting Party review of revised cultural Resource reports and Programmatic Agreement



4

Archaeological and Historical Findings + Next Steps

Archaeological Findings

- ATP has consulted with THC on the eligibility of archaeological resources three times.
 - Orange Line intensive survey; THC response May 16, 2022 (THC #202209153)
 - Blue Line intensive archaeological survey was completed by HNTB; however, the report was not submitted for review to the Texas Historical Commission (THC).
 - Austin Light Rail Phase 1 Project (September 2024); THC response October 16, 2024 (THC #202500479)
- After the September 2024 report, revisions to the project's design resulted in amendments to the study's archaeological permit in September 2024 and May 2025.
 - Following additional survey, consolidated results were reported in Austin Light Rail Phase 1 Project (July 2025); THC response July 2025 (THC #202512114)
- To date, the phased archaeological survey has completed a preliminary survey of all accessible areas. The remaining survey areas will be completed when right-of-entry is obtained.

Archaeological Next Steps

- THC's July 2025 response included the following (THC #202512114):
 - Concurrence that no further work is needed within the areas surveyed as of the July 2025 report.
 - Concurrence that no historic properties will be affected within the areas surveyed as of the July 2025 report.
 - Acknowledgment that the archaeological survey will continue in previously recommended areas as right-of-entry is obtained, and that monitoring will occur in areas outlined in the report.
- The archaeological survey will continue in previously recommended areas as right-of-entry is obtained.
- Remaining survey areas include all monitoring areas, 17 shovel tests, and 1 mechanical trench for a total of approximately 21.3 acres (8.6 hectares).
- Archaeological monitoring will take place during construction in previously recommended areas as well as two additional areas where the updated APE overlaps Wooldridge Square Park and the Austin State Hospital (41TV2562).

Historical (Built Environment) Findings

- ATP has consulted with THC on the eligibility of historic built environment resources three times.
 - Orange Line survey (April 2022); THC response May 15, 2022 (THC #202209161)
 - Blue Line survey (June 2022); THC response August 19, 2022 (THC #202212573)
 - Austin Light Rail Phase 1 Project (September 2024); THC response October 14, 2024 (THC #202500480)
 - Austin Light Rail Phase 1 Project Amendments to Original Project (June 2025); THC response August 7, 2025 (THC #202512117)
- The four reports discuss existing NRHP-listed and NRHP-eligible properties, and properties recommended NRHP-eligible as a result of current investigations.
- The June 2025 report consolidates NRHP findings of the four reports into a single discussion.
- In total 223 NRHP properties were identified:
 - NRHP listed: 119
 - NRHP eligible: 8
 - Recommended eligible, Orange Line: 66
 - Recommended eligible, Blue Line: 4
 - Recommended eligible, Austin Light Rail/Austin Light Rail Amendments: 16
 - No longer extant: 10

Historical (Built Environment) Next Steps

- The Austin Light Rail Phase 1 Project Amendments to Original Project report, which included the consolidated NRHP findings of the previous reports and FTA's recommendation, per Section 106 of the NHPA, of **no adverse effect** to NRHP properties was submitted to THC for review in July 2025.
- THC's August 2025 response included the following (THC #202512117):
 - Concurrence with determinations of NRHP eligibility as summarized in the report.
 - THC was unable to fully understand the dimensions, including height, for the built infrastructure proposed at each station, and therefore recommended a project-specific Programmatic Agreement per 36 CFR § 800.14(b)(1)(ii).
- 36 CFR § 800.14(b)(1)(ii) allows for consultation to develop a programmatic agreement for dealing with the potential adverse effects of complex projects when effects on historic properties cannot be fully determined prior to approval of an undertaking.

5

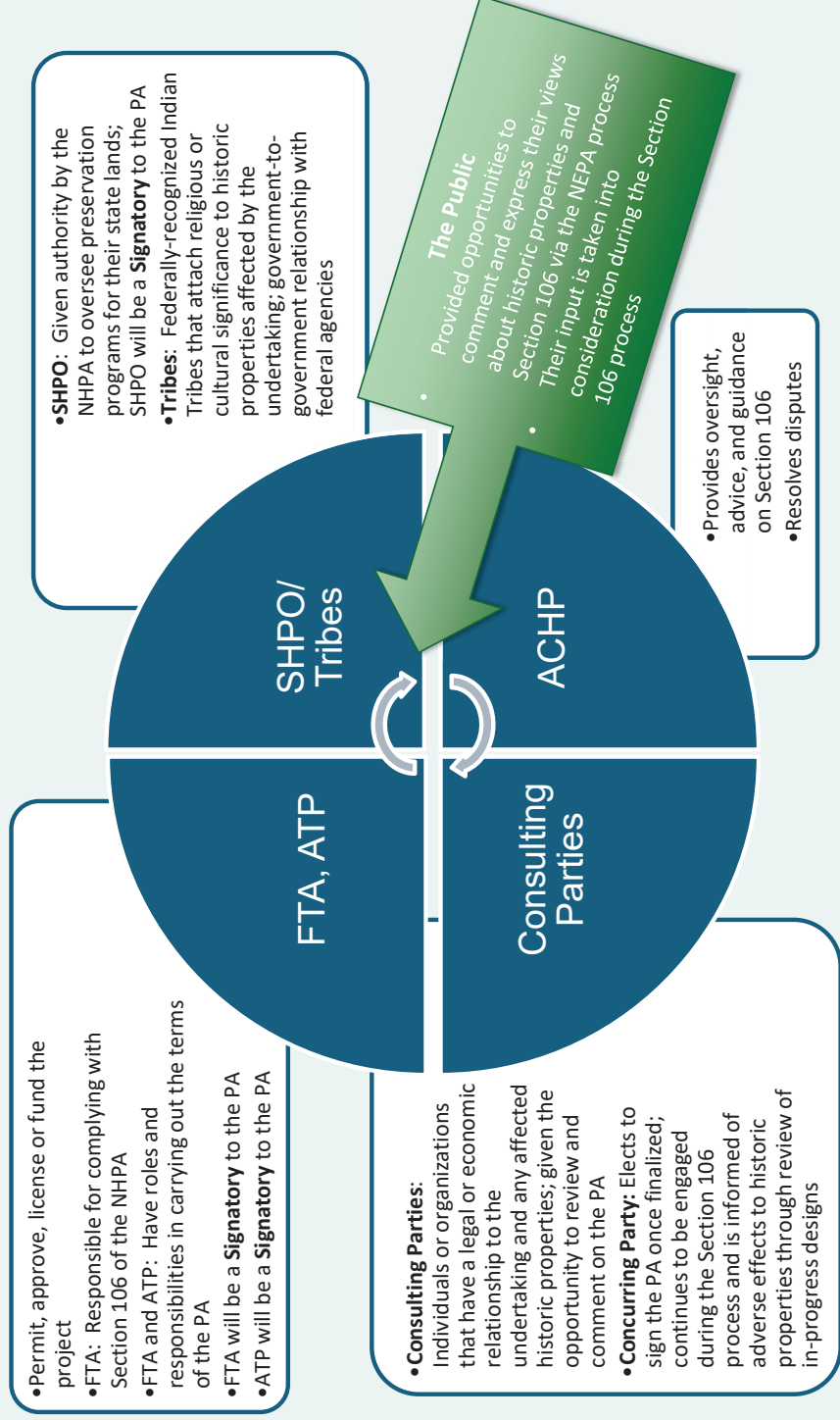
Programmatic Agreement

What is a Programmatic Agreement?

- Provides a process to identify and assess adverse effects to historic properties **WHEN**:
 - Effects to historic properties are **NOT FULLY KNOWN** yet
- Establishes a **FLEXIBLE** process to allow for **ONGOING** consultation throughout the lifecycle of the project by providing the Signatories an opportunity to review and comment on design elements affecting known and previously unknown historic properties, including indirect effects from visual, noise, and vibration effects
- **Legally Binding**
- Compliance with the terms of the PA are ongoing until they have been satisfied
- Similar to a Memorandum of Agreement, but contains less historic property-specific detail since all historic properties may still be unknown

PROGRAMMATIC AGREEMENT

PA Development – The Participants and their Responsibilities





Q&A

Consulting Party Discussion

- Do the revised Archaeological Findings and / or Historic (Built Environment) Findings Reports accurately reflect comments previously raised?
- Does the draft Programmatic Agreement approach warrant any additional measures or considerations?

Consulting Party Documents Review Reminder

Document Comments Due: **September 22, 2025**

- Revised Draft Archaeological Survey Report (July 2025)
- Revised Draft Built Environment Survey Report (June 2025)
- Draft Programmatic Agreement (August 2025)

Accessible via ATP SharePoint here:

[August 2025_Consulting Party Documents Review](#)

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Ways to Remain Engaged

Ways to Remain Engaged

Get involved at www.atptx.org

Other ways to submit feedback:

Email: input@atptx.org

Phone: 512-710-2100

Mail: Austin Transit Partnership

203 Colorado Street | Austin, TX 78701

Thank You.



Consulting Party Agency	Date	Commenter	Comment	Responses
09/12/2025 Pam Kostas	9/22/2025	Pam Kostas	<p>Hello Deron and Jocelyn. I am the owner of 800 Edgecliff Terrace, which is located in the Travis Heights historic district in Austin, Texas. Additionally, my home is both a City and State landmark property. As a final point of reference, my home is a Travis Heights/Fairview Park National Register Historic District Contributing Property located along and adjacent to the Area of Potential Effect (2025) of the proposed light rail in Austin. As such, I am writing to request that my home be included in Section VII B of the Programmatic Agreement or listed in another appropriate place in such document. I am not in favor of the proposed elevation of the proposed rail through Travis Heights and strongly believe it will directly and adversely effect my home and many others, as well as the neighborhood generally. I also believe that there are numerous better alternatives for public transportation available. Please acknowledge this email and where my property will be identified in the Programmatic Agreement. Thank you.</p>	<p>Thank you for attending the Consulting Party meeting and providing feedback regarding your property, located at 800 Edgecliff Terrence, being added to the Programmatic Agreement (PA). FTA and ATP have developed a PA in consultation with the SHPO/THC and Project Consulting Parties to streamline and clarify the Section 106 review process for any future activities related to the Project. The PA establishes agreed-upon procedures for identifying and evaluating historic properties, assessing any changes to the Project during final design, and resolving adverse effects. The PA will help to expedite Project approvals while protecting historic properties. Section VII B of the PA does not include a list of historic buildings and only includes archaeology (below ground) survey properties that will be surveyed when the access to those properties is available. Please see Tables 1 through 4 and Appendix D of the <i>ATP Built Environment Survey Report</i> for historic resources associated with the Project. Please refer to Section VI of the PA for details related to future Consulting Party and community input regarding the protection of historic properties.</p> <p>Your comment about Travis Heights and alternative public transportation options has been noted. ATP will offer community engagement opportunities in the coming months. Your involvement is encouraged and valued. Thank you.</p>
09/12/2025 South River City Citizens Neighborhood Association, Wendy Price Todd	9/20/2025	Wendy Price Todd	<p>Austin Transit Partnership, On behalf of South River City Citizens Neighborhood Association and the Blunn Creek Partnership, I respectfully submit this list of Travis Heights/Fairview Park National Register Historic District Contributing Properties along and adjacent to the Area of Potential Effect (2025) to be included in Section VII B of the Programmatic Agreement or listed in another appropriate place in the document:</p> <p>801, 803, 807, 809, 811, 1001, 1005, and 1019 East Riverside Drive 608 (also 619 E. Riverside) Academy Drive 510 (also 511 E. Riverside) and 514 (also 515 E. Riverside) Sunny Lane 809, 903, 905, 1001, and 1005 Edgecliff Terrace</p> <p>Not included in the Historic District but other significant properties include: 1403 South Congress Bergen-Todd House 1705 South Congress Fire Station Number 6</p> <p>Please refer to these documents for reference. https://atlas.thc.texas.gov/NR/pdfs/100006796/100006796.pdf https://static1.squarespace.com/static/648868d71f1f7a320fbb6a93/t/64c3fbb8cc7cfc1a8e0246e2/1690565566670/s.%2Bcongress%2Bto ur_digital.pdf</p> <p>Please acknowledge this email and where these properties will be identified in the Programmatic Agreement. Thank you for your consideration, Wendy Price Todd</p>	<p>Thank you for attending the Consulting Party meeting and providing feedback regarding your property, located at 800 Edgecliff Terrence, being added to the Programmatic Agreement (PA). FTA and ATP have developed a PA in consultation with the SHPO/THC and Project Consulting Parties to streamline and clarify the Section 106 review process for any future activities related to the Project. The PA establishes agreed-upon procedures for identifying and evaluating historic properties, assessing any changes to the Project during final design, and resolving adverse effects. The PA will help to expedite Project approvals while protecting historic properties. Section VII B of the PA does not include a list of historic buildings and only includes archaeology (below ground) survey properties that will be surveyed when the access to those properties is available. Please see Tables 1 through 4 and Appendix D of the <i>ATP Built Environment Survey Report</i> for historic resources associated with the Project. Please refer to Section VI of the PA for details related to future Consulting Party and community input regarding the protection of historic properties. ATP will offer community engagement opportunities in the coming months. Your involvement is encouraged and valued. Thank you.</p>
	9/22/2025	Wendy Price Todd	<p>Please include 800 Edgecliff Terrace to the list of properties below. Although it has even numbered address, it is at the western end of Edgecliff Terrace and does indeed sit adjacent to the proposed alignment and elevation. Please acknowledge receipt of this addition and its inclusion in the document. Thank you, Wendy</p>	<p>Thank you for attending the Consulting Party meeting and providing feedback regarding your property, located at 800 Edgecliff Terrence, being added to the Programmatic Agreement (PA). FTA and ATP have developed a PA in consultation with the SHPO/THC and Project Consulting Parties to streamline and clarify the Section 106 review process for any future activities related to the Project. The PA establishes agreed-upon procedures for identifying and evaluating historic properties, assessing any changes to the Project during final design, and resolving adverse effects. The PA will help to expedite Project approvals while protecting historic properties. Section VII B of the PA does not include a list of historic buildings and only includes archaeology (below ground) survey properties that will be surveyed when the access to those properties is available. Please see Tables 1 through 4 and Appendix D of the <i>ATP Built Environment Survey Report</i> for historic resources associated with the Project. Please refer to Section VI of the PA for details related to future Consulting Party and community input regarding the protection of historic properties. ATP will offer community engagement opportunities in the coming months. Your involvement is encouraged and valued. Thank you.</p>

09/12/2025 Karen McGraw Architect, PLLC, Karen McGraw	9/20/2025	Karen McGraw	<p>Austin's Project Connect – comments to Revised Draft Built Environment Survey Report (June 2025)</p> <p>Regarding the 38th and Guadalupe Parking facility, the new idea that the three buildings would be demolished to provide for a surface parking lot, is not an improvement. The site in question has a large grade change but there are much greater issues. It is an improvement to call it an “interim end of line” but the changes proposed are permanent! The three neighborhoods that converge at this intersection, have all discouraged additional auto uses and drive through uses in recognition that the Guadalupe corridor is a small scale pedestrian strip of businesses that serve area residents. We encourage planners to strongly recommend to apply resources to extend the rail line to the Triangle where there is already a Park & Ride facility, an 800 car state parking garage, hundreds of state workers, many residential units and hundreds more apartment dwellings a short distance to the north. Any funds spent to buy out 3 businesses and demolish buildings and pave a parking lot will be a waste against the more positive action of extending the rail line to the Triangle where better facilities already exist. We question how many riders will choose to use a bus for a few blocks before transferring to the light rail. Extending the line will surely encourage better ridership. Planners should investigate the parking available at the multistory Sunflower bank parking structure on W. 38th Street, west of Guadalupe, which we believe is not fully used. This is a far better location for both access and to fit into the neighborhood than demolishing businesses and creating a surface lot. Also, the condominium project just north of the Jiffy Lube has a large parking lot facing Guadalupe and may not be fully in use. Seeking opportunities to use existing parking is far better than the urban surgery required to create a new lot or garage.</p> <p>Thank you for finally recognizing the historical building at 4101 Guadalupe. Hopefully, the effects on this and similarly situated properties will be minimal. Monitoring is a positive step. While water lines are in the street, sewer lines and electrical services are in the alley. Many of these buildings are built to the front property line and some like 4101 have awnings over the sidewalk which provide a comfortable pedestrian environment. Damage to the sidewalks, awnings and near the property lines could be devastating so clear communication with property owners when actual work is planned is essential. On the south side of 4101 along W. 41st there are accessible ramps constructed in the ROW. The city has an ongoing Guadalupe Flood Control project with facilities from 45th along Guadalupe to south of 38th street and to Hemphill Park. Coordination is needed with this project.</p> <p>Apparently, there is a plan to demolish one or more buildings on the east side of Guadalupe south of 38th street. Like Hyde Park, the North University Neighborhood spent resources and great effort on neighborhood planning, an NCCD and also a local historic district. Guadalupe is lined with both older and newer commercial buildings and businesses, so turning some of these into a utility facility for the rail will not be a good fit or an improvement. Planners should look toward the large utility facility on the SW corner of Guadalupe and 45th.</p>	<p>The end of the line station at 38th Street was vetted through the planning and DEIS process and is not related to the Programmatic Agreement. No changes to this location are proposed at this time. ATP will offer community engagement opportunities in the coming months. Your involvement is encouraged and valued. Thank you.</p>
09/12/2025 Cathy Norman	9/22/2025	Cathy Norman	<p>Deron, I looked into this a bit more and consulted with Rowena Dasch with the Neil Cochran House Museum. She is a bit more of an expert than I on the ins and outs of historic properties and districts. Her take is that although the area of the Drag is not registered as a district, the report I referred you to shows that the Drag remains remarkably intact today. It supports an argument that the structures should be retained, whether they are part of a historic district or not. I am not yet fully convinced that these structures are completely irrelevant to the Section 106 process. I assume that if a property has been recommended in this survey as “NRHP eligible”, and not just “contributing when considered as part of a district,” then it is already included in your report at as well.. I would like to reserve the right to go back and compare, bringing any oversight of that level to your attention. After all, we will have a programmatic agreement that recognizes there may be new data going forward,</p> <p>Sincerely, Cathy Norman</p>	<p>Thank you for your comment regarding the buildings along Guadalupe that remain remarkably intact. The THC has concurred with the findings of “no effect” for properties along the Drag. Please refer to Section VI of the PA for details related to future Consulting Party and community input regarding the protection of historic properties. ATP will offer community engagement opportunities in the coming months. Your involvement is encouraged and valued. Thank you.</p>

Attachment 5 Principal Contacts

ATTACHMENT 5

Principal Contacts

Federal Transit Administration

Terence Plaskon

Email: terence.plaskon@dot.gov

Phone: 817-978-0573

Mailing Address: 819 Taylor Street, Room 14A02, Fort Worth, Texas 76102

Austin Transit Partnership

Deron Lozano, SVP, Environment and Project Development

Email: Deron.Lozano@atptx.org

Phone: 512-923-3257

Mailing Address: 203 Colorado Street, Austin, Texas 78701

State Historic Preservation Officer

Joseph Bell, Texas Historical Commission, Executive Director

Texas State Historic Preservation Officer

Email: joseph.bell@thc.texas.gov

Phone: 512-463-6096

Mailing Address: PO Box 12276, Austin, Texas 78711

a. History Programs Division

Alexander Shane, Program Coordinator, Federal and State Review

Email: alexander.shane@thc.texas.gov

Phone: 512-463-8952

Mailing Address: PO Box 12276, Austin, Texas 78711

b. Archeology Division

Tiffany Osburn

Email: tiffany.osburn@thc.texas.gov

Phone: 512-463-8883

Mailing Address: PO Box 12276, Austin, Texas 78711

City of Austin

Liane Conte, AICP, Chief of Staff

Email: liane.conte@austintexas.gov

Phone: 512-974-7922

Mailing Address: 203 Colorado Street, Austin, Texas 78701